Newport Daily News.

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ESTABLISHED 1846. NEWPORT, R. I., TUESDAY, OCTOBER 31, 1899. PRICE TWO CENTS.

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Second Edition.

CUT DOWN AND SUNK.

Ferry-Boat Chicago Struck by the City of Augusta.

One Man Drowned, Another Missing, Other Lives May be Lost.

NEW YORK, Oct. 31.—The Pennsylvania Railroad Company's ferry-boat Chicago, plying between Cortlandt street, this city, and the Pennsylvania railway depot in Jersey City, was cut down by Savannah line steamer City of Augusta about 1 o'clock this morning as the ferry-boat was crossing to the east side of the North river. Within a few minutes of the collision, and before the Chicago could make her slip, she sunk in 75 feet of water. It is not definitely known how many passengers were on board the Chicago at the time of the disaster, but the number is variously estimated at from 50 to 100. One man, John Bryson, is known to have been drowned. His body was recovered. Fireman Vroom of the Chicago is missing, and is thought to have been caught in the stoke hold. It is not improbable that other lives were lost.

When the Chicago left Jersey City at 12:45 a. m. Captain William Durham was in the forward pilot house, directing the boat personally, and one of his deck hands was at the wheel. The night was perfectly clear. The tide was ebbing fast, and Captain Durham on this account was obliged to keep his boat headed well up stream. As he neared the New York shore he put his helm over to head into the slip, and as the Chicago swung round the captain caught sight of the City of Augusta bearing down on him. She was coming up stream and was very close. Captain Durham gave two blasts of his whistle to signify his intention to pass to starboard and putting his helm a-port he rang the signal to go ahead at full speed. The City of Augusta, Captain Durham says, did not reply to the signal but kept right in her course. A moment later the City of Augusta rammed the Chicago just abaft her paddle wheel in the starboard.

A scene of wild excitement followed. The passengers, most of whom had risen to go to the forward end of the ferry-boat to be prepared to leave as she reached her slip, made a wild scramble for life preservers. Fortunately there were few women on board—not more than five or six—and at first they were shoved to the rear. George Blumenstock and George Ray, truckmen who were coming over to the city with their loads of milk, jumped into the middle of the struggling mass and shouted: "Hands off. The women first. Save the women." A score of men took up the shout and in a trice the women were fitted with life preservers. The small number of passengers did not exhaust the supply of preservers, but many in their excitement did not stop to put them on but leaped overboard unprovided. It is feared that some such persons must have gone down in the chilly waters before help came.

The deck hands displayed commendable courage. Captain Durham and Chief Engineer Penfield set them splendid examples. Captain Durham was the last man to leave his boat. He kept up a constant call for help with his whistle, and when he finally left he tied the whistle to keep up the sound, and when the Chicago finally went down she did it with her whistle blowing. Engineer Penfield kept his hand on the throttle until the water put out the fires in the boilers, and he had scarcely time to run on deck and jump overboard when the boat went down.

"Don't get excited. She won't sink," the deck hands cried as they ran among the passengers. "There's plenty of time." They managed to re-assure the majority of the passengers.

Captain Durham saw the Chicago was doomed, and he gave the command for all hands to go up on the upper deck. This created a new panic and men and women by the dozen leaped overboard and struggled to get away from the vortex when the vessel went down.

The City of Augusta found herself unable for a few moments to get out of the hole she had made. Her anchor chains were entangled in the splinters, and despite her reversed engines she was unable at first to do more than pull the Chicago down stream with her. The City of Augusta's nose was clear into the Chicago's hull. She finally managed to get clear and backed away. No effort was made by her crew to lower boats to help the passengers who were then in the water by the score, their cries being plainly audible on shore.

Tugboat Chauncey M. Depew reached the scene before the Chicago sank, and took 35 people from the ferry-boat and out of the water. The fire boat, police boat Patrol and several launches were called to the scene and did valuable work in rescuing people. Several small boats were sent out from the piers and in ones, twos and threes, the drenched, chilled and sometimes unconscious passengers were brought to the piers, where they received needed attention.

John Bryson, who was drowned, was the driver of a United States mail van going to the New York postoffice. Besides the vehicle in Bryson's charge, there were on the Chicago a truck belonging to the Adams Express Company, containing $8,000 in silver bars, two produce trucks, two milk trucks and one other wagon.

ENGLAND'S OFFER TO GERMANY.

Gilbert and Solomon Islands for a Renunciation of Claims in Samoa.

BERLIN, Oct. 31.—The Vossische Zeitung says it understands that Great Britain has offered Germany the Gilbert islands and the British portion of the Solomon islands in return for a renunciation of Germany's claims in Samoa.

The Charges Against District Attorney Gardiner.

ALBANY, N. Y., Oct. 31.—Governor Roosevelt was served today with a copy of the charges preferred against District Attorney Asa Bird Gardiner of New York city. The governor turned the papers over to Corporation Attorney General Davies. There are 20 counts in the charges, which allege incompetency, wrongful acts, neglect of duty and general inefficiency.

OCTOBER 10, 1899.

We have decided to hold a

RUG BARGAIN SALE!

To close out certain lots belonging to old invoices. This sale includes

5 Persian Carpets, suitable for parlors and dining rooms, from $50 to $100; former prices $85 to $175.

50 fine Kazak Rugs at $25 only.

10 very large Japanese Rugs at $14 only. These are large enough to cover the whole floor of a room.

KAZANJIAN & CO.

☞ Visit our furniture department, where new goods are shown every week.

SURROUNDED IN THE HILLS.

Gloucestershire Regiment and Royal Irish Fusiliers Capitulate.

General White Assumes Entire Responsibility for the Disaster.

LONDON, Oct. 31.—The war office has received a despatch from General White, commanding the British forces at Ladysmith, reporting that the Royal Irish Fusiliers, No. 10 mountain battery and the Gloucestershire regiment were surrounded in the hills by the Boers, and after losing heavily were obliged to capitulate. General White adds that the casualties have not yet been ascertained.

The following is the text of General White's despatch to the war office:

"Ladysmith, Oct. 31.—I have to report a disaster to the column sent by me to take a position on a hill to guard the left flank of the troops. In these operations today the Royal Irish Fusiliers, No. 10 mountain battery and the Gloucestershire regiment were surrounded in the hills and after losing heavily had to capitulate. The casualties have not been ascertained.

"A man of then Fusiliers, employed as a hospital orderly, came in under a flag of truce with a letter from the survivors of the column, who asked for assistance to bury the dead. I fear there is no doubt of truth of the report.

"I formed a plan, in the carrying out of which the disaster occurred, and I am alone responsible for the plan. There is no blame whatever to the troops, as the position was untenable."

General White, in a subsequent despatch, says: The following is a list of the officers taken prisoners today:

Staff—Major Adye.

Irish Fusiliers—Colonel Carleton, Major Munn, Major Kincaird, Captain Burrow, Captain Rice, Captain Silver, Lieutenant Heard, Lieutenant Southey, Lieutenant Phibbs, Lieutenant McGregor, Lieutenant Holmes, Lieutenant Dooner, Lieutenant Kentish, Lieutenant Kenahan, Lieutenant Jeudwine, Chaplain Matthews. Of the above, Captain Rice and Silver and Lieutenant Dooner were wounded.

Gloucestershire regiment—Major Humphrey, Major Capel-Cure, Major Wallace, Captain Duncan, Captain Conner, Lieutenant Bryant, Lieutenant Nisbet, Lieutenant Ingham, Lieutenant Davy, Lieutenant Knox, Lieutenant Temple, Lieutenant Radice, Lieutenant Breul, Lieutenant Hill, Lieutenant Short, Lieutenant Smith, Lieutenant Mackenzie, Lieutenant Beasly, Lieutenant Gray. Of the above, Captains Duncan and Conner were wounded.

Royal Artillery—Major Bryant.

Mounted battery—Lieutenants Wheeler, Nugent, Moore, Webb.

While reverses were not unexpected, no Englishman believed that anything like the blow General Joubert delivered to General White's forces yesterday threatened the British arms in South Africa, and apparently the full extent of the disaster is not yet acknowledged. Inquiry at the war office seems to indicate that the military despatches contain other particulars which it is deemed inexpedient to publish immediately, but the serious nature of which is not disguised. The story as already known, however, is sufficiently bad.

The loss in effective men must be appalling to a general who is practically surrounded. Two of the finest British regiments and a mule battery deducted from the Ladysmith garrison weakens it about a fifth of its total strength and alters the whole situation very materially in favor of the Boers, who once again have shown themselves stern fighters and military strategists of superior order. The disaster cost the British from 1,500 to 2,000 men and six seven-pound screw guns, and as the Boer artillery is already stronger than the British the capture of these guns will be a great help to the Boers. Apart from the immediate loss in effectives, which will seriously cripple General White's operations, the British defeat must have a most depressing effect on the balance of the Ladysmith force, while it may be expected to have much weight with the Boers who are wavering as to which side to support.

Further news must be awaited before it is attempted to attach the blame where it belongs. General White manfully accepts all the discredit attaching to the disaster, which apparently was at least partially due to the stampeding of the mules with the guns.

From the list it will be seen that 42 officers were made prisoners, besides a newspaper correspondent, Mr. J. Hyde.

The news was received with dismay. There was a rush to the war office, which by noon was surrounded with private carriages and hansoms, while many of the humbler class came on foot, all waiting and watching for names to be given out. At the government office no effort was made to conceal the feeling of dismay prevailing. The officials said to a representative of the Associated Press: "It is inexplicable, and I am sorry to say that its moral effect is inestimable. We have lost heavily in many wars and have had regiments almost wiped out, but to have regiments captured, and by the Boers, is terrible."

As the day advanced the throngs of visitors at the war office showed no diminution. Anxious people practically fought their way to the bulletin board. Most affecting scenes were witnessed. Many women were heard to gasp: "Thank God he's alive at any rate," as they found the name of some one on the list of the prisoners. The sidewalks were packed with solid masses waiting their turn to enter.

The manliness of General White's avowal that it was his fault has awakened the deepest sympathy. An official of the war office said to a representative of the Associated Press: "It is more likely due to the craze of younger officers to distinguish themselves, obtain mention in the despatches, and earn the Victoria cross than to the fault of that splendid Indian veteran, General White, in spite of his avowal."

The reverse had an immediate effect on the Stock Exchange today here, where consols fell ½. South African securities dropped heavily, Rand mines falling two points. Rio Tintos fell ¾.

A special despatch from Ladysmith says the Boers suffered severely during the engagement, some persons estimating their loss at 900 to 1,000 killed and wounded.

Reports are current here that General White may retire from Pietermaritzburg while the railroad is intact. There is much divergence of opinion in military circles as to the advisability of such a step.

The war office has sent the following despatch to General Buller: Three extra battalions of foot and one mountain battery, with reserves, will leave England during the course of 10 days to make good the casualties.

It is learned by the Associated Press that the war office has ordered a second army corps to be in readiness to be called out. The military officials have not yet decided whether the consummation of the plan will be necessary, but they are determined to have everything in readiness either for a demonstration in Europe of Great Britain's capabilities, or for even sending a larger force to the scene of action. Until the receipt of the news of the Ladysmith disaster the latter course was considered out of the question, but now there is no knowing what step will be decided upon.

The commander-in-chief, Field Marshal Lord Wolseley, has issued an order for the mobilization, by November 6, of the reserves of the Suffolk, Essex and Derbyshire regiments, who will be added to the South Africa forces.

The afternoon newspapers made only brief editorial comments on the news from Ladysmith, but their head-lines voiced the feeling of general sorrow. One announcement today was received by the British with unfeigned satisfaction; namely, the arrival of General Buller at Cape Town. But, it is pointed out, General Buller cannot end the war without an army corps, and some of the troops which are to compose it have not even left England for South Africa.

Despatches from Cape Town show that General Buller's reception there was most enthusiastic. He was welcomed by General Sir Frederick Forestier-Walker, after which they both entered a carriage and drove to the Government House, escorted by mounted police and mounted volunteers. They were wildly cheered by the throngs of people lining the route. There were cries of "Avenge Majuba," and wild cheers for the general. General Buller's face was impassive as he returned military salutes for the cheers.

Other advices from Cape Town show that the Boers are gathering in considerable force at Dewdrop, southwest of Ladysmith, while large forces of Boers are advancing over the Helpmakaar road. A big camp of Boers is to be formed between Harrismith bridge and Paigietere farm camp, at Dewdrop, which it is said will extend four miles.

An Englishman who has arrived at Mijwal North from Pretoria, whence he was expelled, by way of Bloemfontein, says that when he left Pretoria all the stores there were carrying on business as usual. President Kruger was still there, and he did not see any wounded at Johannesburg. Some of the Transvaal pa-

CONTINUED ON FIFTH PAGE.

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WHOLESALE AND RETAIL.

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Franklin Bicycles

Left. Former price $35. Price now, while they last,

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REPAIRING DONE.

B. J. FOY,

379 Thames Street, Newport.

TELEPHONE 535-4.

ADVANCING STEADILY.

Young Rushing On Despite Unfavorable Conditions.

WASHINGTON, Oct. 31.—Cable advices to the War Department today indicate that General Young's column is steadily continuing its advance in spite of unfavorable conditions. A cablegram from General Otis says:

"Young's advance north and east Cabanatuan; will occupy Talavera and probably Aliaga today; objective San Jose and Carranglan; wet season has rendered roads in that section impracticable for wagon transportation and passage difficult."

A message from General Miller at Manila states that William P. Chamberlain, the messenger who was wounded in the fight in which Captain Guy Howard was killed, is doing well.

WELCOMED BY THE NATIVES.

American Troops Enter Cabanatuan Without Resistance.

MANILA, Oct. 31.—Major Ballance's battalion of the Twenty-second infantry entered Cabanatuan yesterday, meeting with no resistance. The natives welcomed the Americans, shouting "Viva los Americanos." The insurgent troops had fled to the mountains.

General Bates will be appointed a military governor of the Mohammedan islands, with headquarters at Jolo, until Zamboanga is occupied. General Fred Grant will command General Bates's brigade.

RESULT OF WOUND.

Death of Captain Charles French of the Thirty-Sixth.

WASHINGTON, Oct. 31.—A cablegram from General Otis to the War Department announces the death today of Captain Charles French, Thirty-sixth infantry, who was wounded in yesterday's fighting near Porida Blanca. General Otis states that death was the result of shock consequent upon amputation of the leg below the knee, necessitated by the wound.

SHAMROCK DID NOT SAIL.

Kept at Her Anchorage by the Heavy Southeast Gale.

NEW YORK, Oct. 31.—On account of the heavy southeast gale, the Shamrock will not go to sea today. The present plan is for the Shamrock to get under way tomorrow morning and sail down the bay, so as to be seen by Sir Thomas Lipton and party, who are to leave for Southampton by steamer St. Louis. In case the heavy weather should still continue the Shamrock may remain at her anchorage tomorrow.

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There is Nothing

That can compare with a fancy worsted fabric for serviceableness for a suit,

Fancy worsteds are the vogue this fall, but good taste says that the patterns should be quiet in tone. We would like to have gentlemen who wish to be well clad at small cost see some of the newest arrivals from our tailor shops, comprising some twenty different patterns, in neat Stripes, Checks and Plaids, in various tones of Grays and Blues, slightly livened up here and there by pickings of red, blue and green.

The shapes of the garments are faultless and the clothes are built ready to put on and sure to fit, almost at a moment's notice.

Prices range $10 to $20.

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Upholstery Goods.

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NECKWEAR. Big variety of silk neckwear, consisting of Stock Collars, Bows, Fronts and Jabots in all colors, from **25c. to $3.50** each.

NECK RUCHES. The prettiest styles in the city, from **$1 to $2.95** each.

FUR SCARFS in all the leading kinds of furs, from **$1.50 to $17** each.

Fur Collarettes in the very latest styles, from **$2.73 to $17.50** each.

WAISTS. Handsome new styles of flannel waists at **$1.75 to $2.95.**

Silk and Satin Waists, entire new kinds in black and colors, at much lower prices than other stores ask for them

PETTICOATS of silk, satteen, near silk and mercerized, from **75c. to $9.50** each.

All-Over Laces, for yokes, in white, cream and black; new designs at low prices.

CLOAKS! CLOAKS!

An inspection of our line will convince you that the styles we are showing are up to date, including many exclusive styles, and that our prices are fully 25 per cent lower than you could buy them elsewhere.

This Morning's News.

BOERS DRIVEN BACK.

British Troops Finally Compelled to Retreat.

LONDON, Oct. 30.—The war office has received the following despatch from General White, dated at Ladysmith, 4:30 p. m. today:

"I employed all the troops here, except the obligatory garrison before the works. I sent a mountain battery, the Royal Irish Fusiliers and the Gloucesters to take up a position on the hills, to clear my left flank. The force moved at 11 yesterday evening, and during some night firing the battery mules stampeded with some of the guns, which, however, I hope to recover. These two battalions have not yet returned, but are expected this evening.

"I detailed two brigade divisions of field artillery and five battalions of infantry, aided by cavalry, under General French, to attack a position upon which the enemy yesterday mounted guns. We found this position evacuated, but our force was attacked with considerable vigor by what I believe were General Joubert's troops. They had many guns and showed in great numbers. Our troops were all in action, and we pushed the enemy back several miles, but did not succeed in reaching his laager.

"Our losses are estimated at between 80 and 100, but those of the enemy must have been much greater, the fire of our guns appearing very effective.

"After being in action several hours, I withdrew the troops, and they returned unmolested to their cantonments. The enemy are in great numbers, and their guns range farther than our field guns.

"I now have some naval guns, which have been temporarily silenced, and I hope will permanently dominate the enemy's best guns, with which he has been bombarding the town at a range of over 6,000 yards."

The advance was made at dawn, with the object of shelling the Boers from the position where yesterday they had mounted a number of guns. On reaching the spot, however, it was found they had evacuated the position. The British continued to advance, and the movement developed into a reconnoissance in force. The enemy were posted on a range of hills having a frontage of about 16 miles.

The British force was disposed in the following order: On the right, three regiments of cavalry, four batteries of the Royal Field Artillery and five battalions of infantry; in the centre, three batteries of the Royal Field Artillery, two regiments of cavalry and four infantry battalions; on the left, the Royal Irish Fusiliers, the Gloucestershire regiment and the Tenth mountain battery.

This force had been detailed to guard our left flank at a late hour last night. General White's plan of operations was that as the movement developed the force constituting our centre, which was disposed under cover of a kopje about three miles from the town, should throw itself upon the enemy while the left flank was being held by the Fusiliers and the Gloucester. The scheme was well devised, but failed in execution owing to the fact that the Boer position which formed our objective was evacuated.

Our artillery quickly reduced the volume of the enemy's fire, but the attack delivered on our right flank was the principal one, and the column was compelled to change. The Boer attack had been silenced for a time and our infantry advanced, covered by cavalry.

The enemy now began to develop a heavy counter attack, and as they were in great numerical superiority General White gave orders for the infantry to be gradually withdrawn. The movement was carried out with great steadiness and deliberation under cover of our guns, which made excellent practice.

Some shells were thrown into the town from the enemy's four pounders at a range of over 6,000 yards, but no damage was done. The engagement lasted several hours and resulted, on our side, in casualties estimated at from 90 to 100. The Boer losses must have largely exceeded this total.

The attack was admirably delivered by our right and the Boers were fairly driven out of one of their strongholds near Lombars Kop. It was not possible, however, to push the success much further, as beyond that point lay a long broken ridge affording every kind of natural cover. Of this the enemy took the fullest advantage. Our shells failed to dislodge the enemy, and as our infantry moved forward in extended order they came under a heavy and well-directed rifle fire, the effect of which was soon apparent. General White, who was with the centre, seeing that the troops on the right were somewhat pressed, sent to their assistance the whole centre column, with the exception of the Devonshire regiment.

The battle had then lasted four hours, during which time the artillery fire on both sides had been almost incessant. The naval brigade, which landed at Durban, had arrived on the scene toward the end of the fight, and immediately brought their heavy guns into place. Their practice was magnificent. At the fourth shot the enemy's 40-pounders had been knocked out of action.

The town, therefore, is freed from apprehension of bombardment. Throughout the engagement the Boers held their ground with courage and tenacity and, considering the intensity of our artillery fire, they must have suffered severely.

PRISONERS WELL TREATED.

Aguinaldo Well Supplied with Arms and Provisions.

MANILA, Oct. 30. The Spanish commission, which entered the insurgent lines a month ago with money to relieve the wants of several thousand military and civil Spanish prisoners, returned to Angeles today. The commissioners report that they spent most of the time in Tarlac and the vicinity, where there are some 200 sick Spaniards in the hospital. The Filipinos ill-treat and ill-feed them, refusing to surrender them, as well as the other Spanish prisoners, in the hope of compelling Spain to recognize the independence of the islands.

From Tarlac to Bamban, about two-thirds of the way, the commissioners traveled by train on the Manila-Dagupan railway. The remainder of the journey, from Bamban to Angeles, they made on foot, escorted by handsomely mounted Filipino cavalry. They were received between the outposts by a member of General MacArthur's staff, and were brought by train to Manila.

There are 11 American prisoners, they say, at Tarlac, all of whom are well treated. Lieutenant J. C. Gilmore of United States gunboat Yorktown, who fell into the hands of the insurgents at Baler, on the east coast of Luzon, last April, where the Yorktown had gone on a special mission to relieve the Spanish garrison, is at Bigaat.

The commissioners have brought a letter to General Otis from a relative of the murdered Filipino general, Luna, who wishes to avenge the assassination by Aguinaldo's officers, and who asks a personal interview with the military governor.

According to their statement, Aguinaldo, who is still at Tarlac with 3,000 troops, wishes to continue the war, although he has a high opinion of the American officers and soldiers. General Lawton he calls "El general de la noche" ("the night general"), because that commander has attacked him so often in the darkness that he never knows when to look out for him. Aguinaldo is said to be well supplied with arms and ammunition, and able to get plenty of rice from the northern provinces.

With the Spanish commissioners came a large number of women and children, bringing a wagon train load of baggage. These are the families of eight prominent officers of the Filipino army, who recently applied to General Otis for permission to send their families to Manila. Upon the receipt of the military governor's reply, the nature of which has not been disclosed, the women and children started under escort from Tarlac for the American lines. When they arrived today General MacArthur compelled them to halt about a mile beyond our outposts, where they will remain while their credentials are being examined.

NO IMMEDIATE DANGER.

Still It is Not Expected Vice President Hobart Can Live Long.

PATERSON, N. J., Oct. 30.—At an early hour this morning Vice President Hobart was asleep and resting quietly. The attending physician stated that he had no fear of the immediate death of the distinguished sufferer.

Mr. Hobart suffered a relapse yesterday morning. He had a succession of choking spells, resulting from an imperfect action of the heart, an old affliction complicated with inflammation of the stomach.

Dr. W. E. Newton is responsible for the statement that between 11 o'clock Sunday and 2 o'clock yesterday morning Mr. Hobart's condition was more critical than it had been at any time during the eight months he has been more or less ill. After the passing of the critical period at 2 o'clock yesterday morning he rested easily until daylight, when he began to gain strength again, and during the day he was in good spirits and improved somewhat. During the day he had been able to sit up in bed, and he was able to talk with Mrs. Hobart and their son, Garrett, Jr.

Dr. Newton refused at this time to make any definite statement as to the cause of Mr. Hobart's illness. He said, however, that the report that the patient's mind was in any way affected by the illness was untrue. This statement was also made by members of the family and by Hobart Tuttle, the Vice President's secretary.

No one is admitted to Mr. Hobart's house. All callers, even the neighbors, are referred to Dr. Newton for replies, and only Mrs. Hobart and her son are allowed to see the sick man.

A. A. Wilcox, Mr. Hobart's lifelong friend and law partner, said last evening that he feared the Vice President had not long to live. Dr. Newton called at 6 o'clock and remained but a short time. Just before he left Mr. Hobart fell asleep. It was not needful to administer drugs, and the physician said the sleep was natural and refreshing. At midnight his condition was apparently improved.

GRANT FOR VICE PRESIDENT.

Republicans Talk of the New Yorker to Succeed Hobart.

WASHINGTON, Oct. 30.—Though it was assumed until a short time ago that the Republicans would nominate the old ticket next year, the uneasiness over the health of Vice President Hobart has obliged the Republican leaders to canvass for a second choice in case the Vice President should be unable to accept a renomination. The recent alarming reports of Mr. Hobart's condition have led to renewed activity in this direction, and names are now under consideration. The latest is that of General Frederick D. Grant.

It seems to be the general belief that in case Mr. Hobart does not run in 1900 the nominee will be a New York man agreeable to Mr. Platt. From the Grant-Greeley campaign to the election of President McKinley the Republican party has failed but twice to take its Vice Presidential nominee from New York. Once was in 1884, when geographical reasons compelled the convention to nominate Logan. The rule was set aside again in 1896, but the immense importance of New York may give it the Vice Presidential nomination in 1900, always provided Mr. Hobart's ill health takes New Jersey out of the race. The early talk of Governor Roosevelt has died away, because of the disfavor with which the idea is regarded by both Mr. Roosevelt and Senator Platt. Secretary Root's name, too, has not been mentioned in connection with the Vice Presidency for some time.

The Grant scheme is broached because of the present status of the Philippine war. It was once thought that Mr. McKinley would go before the country on a closed record of accomplishment in the Philippines, appealing to the voters for his reward. But it is becoming plainer to the politicians that by the time the next national convention meets the Philippine war may not be closed; that Mr. McKinley may not make his appeal as triumphant conqueror, but as a war President demanding support; and that, even if the insurrection shall have been nearly suppressed, there will be so much unfinished business on hand that the President will not be a candidate on a record, but on an issue.

This may, of course, all be changed by 1900, but if it is not there is a feeling among Republicans that the President would be immensely helped by a running mate who was a soldier and who embodied the war end of the issue, while the head of the ticket represents the policy of expansion. The most available soldier in the Philippines now, as politicians regard it, is General Grant. The other military leaders, like Lawton, MacArthur and Wheeler, are looked upon as out of the running for geographical reasons with an Ohio man at the head of the ticket, while Funston, who is not at Manila now, but has been and soon will be again, is regarded with disfavor for the same reason. Grant has not made such a record as these generals, but he may before the convention meets, for he has the opportunity and, besides, he is available. He is a New Yorker, and he has never been distasteful to Senator Platt.

ADMIRAL DEWEY ENGAGED.

Nation's Hero to Marry Mrs. W. B. Hazen of Washington.

WASHINGTON, Oct. 30.—Admiral Dewey gave his friends a genuine surprise today by announcing to them that he had become engaged to Mrs. Hazen, widow of General W. B. Hazen, long chief of the signal service, and sister of John R. McLean, Democratic candidate for governor of Ohio.

The admiral gave the first hint of his approaching happiness to his close friend, ex-Secretary of the Navy Herbert, who warmly congratulated him on the prospect of having a charming and accomplished mistress to preside over the new home which has been provided for him by the American people, of which, by the way, the admiral took formal possession today.

Among those to whom Admiral Dewey announced his engagement today were the members of the Tennessee delegation, who called on him to invite him to go to Nashville. The admiral gave them evasive answers. Then continued to urge him to accept until, finally, he said:

"Gentlemen, if you want me to be frank with you, I will tell you that one of the finest ladies in the land has just promised to be my wife, and I cannot consider plans for any other engagement at present."

A. S. Wharton of Nashville, a former classmate of Admiral Dewey at Annapolis, who was one of the delegation, embraced the admiral and congratulated him heartily. The others offered their congratulations in a more dignified way.

Tonight Admiral Dewey attended a box party at the Lafayette Theatre, and during the evening he told his companions of his contemplated marriage. Among those in the party were Assistant Secretary of the Treasury Vanderlip and Adjutant General Corbin. There is a suspicion that the latter did not enjoy the announcement greatly, as he himself has been for some time quite attentive to Mrs. Hazen.

The future bride is the daughter of Mrs. Washington McLean, and is one of the best known women in Washington society, as well as one of the cleverest. Her society has always been enjoyed by the brightest men in public life, and among those who frequented her mother's home were Speaker Reed, Representatives Hitt and Boutelle and Adjutant General Corbin.

Admiral Dewey has known his future bride since childhood. Before his departure to command the Asiatic station he was a frequent visitor at Mrs. McLean's home, and during his absence corresponded regularly with Mrs. Hazen. Upon his return to Washington it was at Mrs. McLean's home that he lived until his trip to Vermont.

Although there have been rumors of the engagement for some weeks, there is good reason to believe that it was not until yesterday that Mrs. Hazen promised to become Mrs. Dewey.

After the marriage Admiral and Mrs. Dewey will reside during the winter at the admiral's home in this city, and during the summer at her suburban home at Woodley.

The admiral's prospective marriage into a Democratic family has revived the hopes of many Democrats here that he may be induced to accept the Democratic nomination for the Presidency, and, incidentally, they profess to believe that the announcement of his engagement will be a benefit to the candidacy of his prospective brother-in-law, Mr. McLean.

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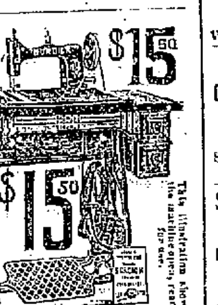
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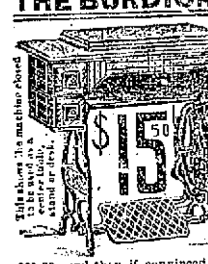
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Leaking roofs repaired and coated with asphalt and rubber roof coating and guaranteed for 5 years. Estimates cheerfully given on all kinds of roofing.

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PURE CANDIES.

You will find a full assortment of PLAIN and FANCY CANDIES, CHOCOLATES AND BON BONS,

At prices to suit every purchaser of a good and wholesome article.

We take special pride in putting nothing before the public that is not made from the best and purest that can be obtained.

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$2.75 BOX RAIN COAT



A REGULAR $5.00 WATERPROOF MACKINTOSH for $2.75

SEND NO MONEY, Cut this ad. out and send to us, state your height and weight, state number of inches around body at breast, taken over vest under coat, close up under arms, and we will send you this coat by express, C.O.D., subject to examination. Examine and try it on at your nearest express office, and if found exactly as represented and the most wonderful value you ever saw or heard of, and equal to any coat you can buy for $5.00, pay the express agent OUR SPECIAL OFFER PRICE, $2.75, and express charges.

THIS MACKINTOSH is latest 1900 style, easy fitting, made from heavy waterproof, tan color, genuine Davis Covert Cloth; full length, double breasted, Sager velvet collar, fancy plaid lining, waterproof sewed seams. Suitable for both Rain or Overcoat, and guaranteed GREATEST VALUE ever offered by us or any other house. For Free Cloth Samples of Men's Mackintoshes up to $5.00, and Made-to-Measure Suits and Overcoats at from $5.00 to $10.00, write for FREE SAMPLE BOOK No. 80E. Address SEARS, ROEBUCK & CO. (Inc.) CHICAGO. (Sears, Roebuck & Co. are thoroughly reliable.)

WARSHIP MASCOTS.

Presents That Have Been Given to American Fighting Craft.

A christening gift seems as necessary to a warship at the present day as an armament, and as it is looked upon by the sailors as a presage of good luck, it exerts a marked influence upon the career of the vessel.

The making of gifts, useful and ornamental, is not of recent origin; it simply has become a more extravagant affair, increasing in cost as the vessels have increased in size. Years and years ago, in the time of the old wooden warships, it was the unfailing custom to give to the captain of a new ship an amulet of silver or gold, merely to allay a superstition as prevalent as was the one that no ship was safe that should be begun on Friday, launched on Friday, put into commission on Friday, or sail on Friday. But superstition does not govern the sentiment of making gifts to ships today; they are, rather, testimonials of pride, as was evidenced in the case of gunboat Marietta, when a handsome silver service was presented to that vessel recently on behalf of the citizens of Marietta, Ohio. The ship lay in the dry dock, handsomely decorated with flags and bunting.

It is a fact, however, that these expressions of interest and good will from communities most interested in the construction of the warships come to be looked upon by the crews of them as possessed with peculiar mystic powers.

These mascots at first were amulets, then later took the form of a loving cup (as in many instances nowadays) then side dishes, and so on, becoming more elaborate until now there is, as a rule, enough silver on one vessel to mascot a dozen.

The mascot that was provided by the legislature of Maine for the battleship of that name was a handsome silver dinner service, and was considered the best part of the vessel's equipment, barring the armament. In the centre of the broad sides of the large tureen was the coat-of-arms of the state, showing a moose and a pine tree surrounded by a frame of conventional leaf work between a farmer leaning on a scythe and a sailor resting on an anchor. On each side of this coat-of-arms, upon a stem that started under the handle, were three pine cones formed into the shape of a trefoil. The handles were odd combinations of scrolls and conventional leaf work. The supports and lower border combined variations of the Egyptian lotus and other decorative flowers. The lid combined the pine cone and the leaf characteristics. The design of the tureen was embodied in all the other pieces.

Another of the ships to receive a handsome silver service was the Baltimore. It was presented by the people of the city for which she was named. A loving cup was one of the features. Other gifts have been made by individuals, such as a handsome painting of Lord Baltimore by Joseph H. Reiman, and a library of 300 books of standard fiction and biography.

The Chicago, another of the new ships to be named after a city, was given a silver service consisting of 228 pieces. There were so many pieces and of such a variety and so elaborate in design that naval officers have often expressed the hope that no other ship would be presented with such a display.

The Brooklyn carries today a beautiful and costly silver testimonial of unique design from the city.

The pride that San Francisco took in the cruiser that was named after the city was shown in the gift of a handsome service of silver and gold for actual use in the officers' messes. The citizens' committee made the request upon its presentation that the service should be regarded as free for the use of the different messes of officers, so that if a certain mess wished to entertain guests it might have the use of it. And it has probably been used more than that of any other vessel, although while the Chicago was the flagship of Admiral Walker during the naval demonstration at the time of the Columbus anniversary in 1892 and 1893, the service on that ship was often used for the entertainment of the foreign guests. The San Francisco's service consists of 32 pieces, in silver and gold, the characteristic feature of which is a figure of the California grizzly bear, modeled in solid gold on each of the larger pieces. The silver work is finished in a combination of dead satin and highly polished embellishments of a fluted pattern. The largest piece is a huge punch bowl for the captain's cabin, with 36 cut-glass mugs. The front bears an engraved representation of the coat-of-arms of San Francisco, with the motto, "Oro en paz, fierro in guerra" (gold in peace, iron in war), upon a scroll; and the same motto and engravings are reproduced on each other piece. There is a similar but smaller punch service for the ward room, and a beautiful tea and coffee set. The cost was $7,500 for the whole.

Other vessels that have been presented with silver service sets are the New York, the Atlanta and the Detroit. Several have loving-cup testimonials. The people of Charleston, S. C., gave to the cruiser named after that city a huge silver punch-bowl; the citizens of Machias presented the gunboat named after Machias, Me., with a handsome punch-bowl. When the aldermen of Atlanta, Ga., went to Pensacola to witness the evolutions of the North Atlantic squadron, a little more than a year ago, they took a large punchbowl to the cruiser bearing their city's name. It is now stored at the Brooklyn navy yard waiting for the vessel to go into commission.

A unique and unusual gift for a warship was the gold and silver clock given by the citizens of Philadelphia to the cruiser which was christened after the Quaker City, a clock that cost $1,000. The design embodies the several features of the coat-of-arms of the municipality, and the workmanship represents the skill of Philadelphia artisans. The dial face is of silver surmounted by a golden eagle with outspread wings. On the right is a full-length figure of a woman in classic garb holding a roll of parchment. To the left stands a similar figure carrying the horn of plenty. Below the face of the clock is a shield, with the hull of a ship engraved upon it, surmounted by crossed guns encircled by a wreath of laurel. The frame of the clock case is a double cable with an anchor at each of the upper corners. Beneath a choppy sea at the feet of the female figures are two scrolls, one bearing the words "Philadelphia Maneto" and the other "U. S. S. Philadelphia." The minutes on the dial are divided by raised golden pegs, and the hands are rich golden scrolls. Instead of striking the hours there is a chime of bells which strikes from "one bell" to "eight bells" in true nautical style.

The common council of Boston has presented to cruiser Boston, the sister ship to the Atlanta, a set of silk colors—ensign, jack, long pennant, battalion flag and four guidons. Another gift of flags was a full set of silk flags, including those for rear admiral for ship, barge and gig, for cruiser Philadelphia, from the Woman's Silk Culture Association, and they were made of American silk. Another testimonial of this character was a silk flag costing $150, given to battleship Indiana by Mrs. Elizabeth B. Beardsley of Elkhorn, Ind. This was the flag displayed in the battle of Santiago and at the capture of Cervera's fleet.

One of the unique gifts to an American warship is an offer by a bicycle firm of a number of bicycles to commerce destroyer Columbia, to be used for scouting and military purposes by the marines and sailors while on land duty. Another gift out of the ordinary was a large album of newspaper clippings concerning the New York from the time her first keel-plate was patterned, and given to that vessel by a clipping agency. Another and most useful gift to the New York was a handsome library of 500 volumes, presented by Edward C. Spofford of Tarrytown.

The relatives of the late George Bancroft, the historian, gave to the Naval Academy practice ship Bancroft a bell. A bell was also given to cruiser Charleston by the citizens of Charleston, S. C. Just before the metal for the casting was to be poured a pattern maker in the Union Iron Works, San Francisco, where the Charleston was built, suggested that it was a pity to use ordinary metal for this purpose, and suggested that each of the workmen should contribute a dime of silver so as to give the bell a finer ring. The response resulted in about $200 in silver being mixed with the other metal.

Another of the ships to get a bell was cruiser Newark, from the members of the board of trade, Newark, N. J. One of the stories told of the casting of this bell is that it was largely made from silver and nickel and copper coin cast into the melting crucible by poor men and women and children who requested to have this privilege accorded to them, after the bell was proposed, the board of trade merely paying for the cost of its casting. Many people will recall the old haunted bell of the ill-fated Tallapoosa, the evil influences that it exerted, and how it used to clang out the watches of the night with superhuman aid long after the ship was condemned. There have been many famous bells in the navy, and the bell of every ship has its own story.

One of the handsomest testimonials is that given to gunboat Concord by the town of Concord, Mass. It was a bronze figure of the Minute Man of 1775, by the Sculptor French, reduced in size from his statue erected on old North bridge, dedicated at the centennial of the battle in the presence of the President of the United States and his cabinet, and the governors of all the New England states, April 19, 1875. The figure is two and a half feet in height above the pedestal, and is mounted on the forward part of the poop deck. It is visible from all parts of the deck between bow and stern.

Another testimonial similar in character, possessing proper sentiment, and being a permanent fixture to the vessel, is the massive figure of "Victory" on the forward part of one of the turrets of battleship Massachusetts, given by the people of the state whose name she bears. This gilded figure looked out upon the Spaniards during the war with Spain, for the ship was one of the squadron under the command of Admiral Schley.

Grain-O Brings Relief

to the coffee drinker. Coffee drinking is a habit that is universally indulged in and almost as universally injurious. Have you tried Grain-O? It is almost like coffee but the effects are just the opposite. Coffee upsets the stomach, ruins the digestion, effects the heart and disturbs the whole nervous system. Grain-O tones up the stomach, aids digestion and strengthens the nerves. There is nothing but nourishment in Grain-O. It can't be otherwise. 15 and 25c. per package.

MENU FOR WEDNESDAY.

To manage men one ought to have a sharp mind in a velvet sheath.

Breakfast.

Stewed Prunes.
Fricassee of Dried Beef.
Toast. Coffee. Marmalade.

Dinner.

Tomato Soup.
Boiled Leg of Mutton, Caper Sauce.
Turnips. Spinach. Tomatoes. Celery Salad.
Cherry Pie.

Creme Frite a la Maintenon. Have three-quarters of a pound of whole chestnuts (all good, though weighed in the shells), remove the shells, pour boiling water on them and let them cook (boiling five minutes). Take from the fire, take off all the seared skin, return to the saucepan, cover them with milk, add quarter of a stick of vanilla and cook slowly till soft and press through a sieve. Put this juice into a bowl, pour over it six ounces of sugar cooked to the small crack, mix it well and beat vigorously. Spread this on a sheet of buttered paper quarter of an inch thick, prepare a pound of white apple pulp, and when it is ready put in a saucepan with a pound of sugar and a tablespoon of fecula (potato flour) and a gill of water. Spread this over the chestnuts quarter of an inch thick and let it get cold. Cut into lozenges, spread each with apricot marmalade, roll (but do not alter the shape) in pounded macaroons, then in beaten eggs and afterward in bread crumbs. Smooth with the blade of a knife, fry in hot fat, drain and strew with vanilla sugar, then dress in a pyramid on a folded napkin and serve with an English cream.

FINE LACES OF THE DUCHESS OF MARLBOROUGH.

Newspapers are responsible for the assertion that the latest American Duchess of Marlborough has a passion for jewels and laces, and constantly adds to her store of both. She began life with fine laces already provided, for her mother is equally fond of them, and it is reported that the young duchess took with her to Blenheim $100,000 worth, and now has as much again. It is said that when in Rome on her wedding journey she bought a very rare piece of old Italian lace, which had once formed a portion of a pope's garment. She paid an enormous sum for it, and considered it the gem of her collection.

Now, or so the gossips say, the Princess of Wales has an equal fondness for lace, and when she saw this treasure she longed for it, and asked if it might be bought, and, not discouraged by refusal, offered double the original price, but without effect, as the duchess, though the princess's good friend, preferred to keep the lace herself. To add one more item, it is averred that lace makers have been at work for three years, and will be obliged to spend one year longer, on a set of nine pieces of French lace for the duchess, the set to consist of six curtains, two bed curtains and a counterpane, ordered by the duchess, the whole set to cost $10,000.—[Louisville Commercial.

PORTSMOUTH.

[Regular correspondence of the News.]

At a special session of the town council, held Saturday evening at the town clerk's office, Milton Dennis and Atwell F. Hedly were drawn to serve as grand jurors in the circuit court to be held in Providence, November 15, and Henry Anthony and Josiah C. Gifford as petit jurors in the same court, November 21. The bill for council fees for the session was ordered paid.

Mrs. William Beattie of Fall River was guest of Mrs. Clara E. Dennis Monday.

Mr. Solomon Gardner, who has been sick for about three weeks, is improving.

Mr. George Tripp is suffering from a sore foot, having stuck a nail in it.

Mr. George R. Douglas of Bristol and Mr. William L. Tallman of Fall River were guests of Mr. Lorenzo D. Tallman Sunday.

The library entertainment committee met with Mr. and Mrs. William F. Brayton Monday evening.

Mr. and Mrs. Henry Taylor of Newport have been guests of Mrs. Caroline Anthony.

Mrs. Ellen Coggeshall of Bristol and her son are guests of Mr. and Mrs. Edward P. Macomber.

Mr. and Mrs. Charles Chambers of Westport were guests of Mr. and Mrs. Edward M. Chace Sunday.

HALLOWEEN.

Get out your apples and your pies,
Get out your raisins too.
We're going to eat a raft of sweets,
Before the evening's through.
We're going to bob for pippins—
Pippins red and pippins green—
And do all sorts of foolish things,
For it is Halloween.

See that your temper's steady,
See that your mind's in hand—
There is no room for cross-grain folk
When moonlight pranks are planned;
For 'tis the night for jestings—
Jestings practical and mean.
Perhaps they'll steal your front-door bell—
They do on Halloween.

Get all your nerves in order,
See that your heart is right,
For may be ere the sun shall rise
You'll see some fearsome sight;
For 'tis the night for spectres—
Spectres fat and spectres lean;
They always take their exercise
Abroad on Halloween.

And you, O lonely maidens,
See that your smiles are sweet,
See that your eyes are innocent,
Your manners most discreet;
For 'mid the ghosts and jokers
It is said there may be seen,
By those who look, the husbands
Of some future Halloween.
—[Harper's Bazar.

WHEN PEGGY GOES TO MARKET.

When Peggy takes her basket up
And off to market goes,
I'm stupefied with wonder at
How very much she knows.
She makes her way between the stalls
And with judicial air
Decides that this is "so and so"
And that is "pretty fair."

She knows if fish are fresh or not,
And wise as any owl,
She differentiates between
A chicken and a fowl.
She thumbs the breastbone of the one
And pulls the other's legs;
She squints her pretty eyes
To test the new-laid eggs.

The veg'tables must be just right,
(For with a critic's eye
She scans them, not inclined to pass
Their imperfections by.
She calls the market folks by name;
(Ah, what a lot she knows,
When Peggy takes her basket up
And off to market goes!
When Peggy does the marketing,
My heart with pride she fills;
I go along, a useless thing,
Except to pay the bills.
—[Johnstone Murray, in What to Eat.

FANCIES.

Blanche—Oh, yes; she calls him by his first name.
May—Yes, and I'm sure she has designs on his last name.—[Puck.

"My good fellow, can you tell me how far it is to the next town?"
"Thar ain't no nex' town. At least I never heard o' none."—[Harper's Bazar.

Maud—I'd hate to think that you'd throw yourself at Fred.
Mamie—Why not? He's a good catch.—[Brooklyn Life.

Y.—You say that man who just went by is one of the best known men in town?
C.—Yes; he couldn't borrow a dollar to save his life!—[Yonkers Statesman.

"So your little brother is ill, is he?" said Mrs. Hojack to Freddy Toadik. "What is the matter with him?"
"I don't know, ma'am. The doctor won't let me see him, because he has a contiguous disease."—[Harper's Bazar.

"There was a time when he talked of his art, but now he calls it his trade."
"Yes; he has begun to make a living at it."—[Puck.

Grace—Did you see any man on the excursion steamer who interested you particularly?
Dorothy (who was a sufferer from mal-de-mer)—No one but the steward.—[Brooklyn Life.

"My wife has gilded our lawnmower and put it in the parlor window."
"What's that for?"
"She says she wants the neighbors to see that at last we are getting the use of it ourselves."—[Chicago Record.

Mrs. Fagg—Do you think it gentlemanly to smoke in the presence of ladies?
Mr. Fagg—Do you thing it ladylike for women to intrude themselves in places where men want to smoke?—[Boston Transcript.

The tramp—Once I wuz in a fair way fer becomin' a millionaire, but a darn labor-savin' device ruined me!
The Farmer—Ye don't say! How's that?
The tramp—I waz gettin' along nicely as a bartender in a saloon when de boss bought a cash-register.—[Puck.

Hilton—Congratulate me, old fellow, Miss Sweetser has accepted me, and we are to be married next month. Only think of it! It was only a few weeks ago that she declared she wouldn't marry the best man on earth.
Wilton—If she only sticks to that, you are all right.—[Boston Transcript.

"I tell you, sir," he said, "the girls of today are not properly educated. Before I marry I want to find a girl who is able to cook."
"Yes?" returned the other disinterestedly.
"Don't you?"
"Can't say that I care particularly about that."
"What kind of a girl do you want then?"
"What kind do I want? Oh, I want a girl who is able to hire a cook and all the rest that go to make life comfortable."—[Chicago Evening Post.

PERSONALS.

....M. Pia-Makhibo, preceptor of the young Prince Chakrabon of Siam, who is at present studying in St. Petersburg as a member of the Czar's corps of pages, has been appointed envoy extraordinary and minister plenipotentiary of Siam at the Russian court.

....Susan B. Anthony has announced her coming resignation as leader of the women suffrage movement and president of the national association.

....While hunting Friday, Prince Frederick Augustus of Saxony fell from his horse and sustained a fracture of the skull. His condition is not considered dangerous.

....From all accounts, the German crown prince is likely to resemble his father very strongly in his character. He is exceedingly patriotic, fond of the history of his house, and, above all things, a German. It is said that he always prefers to speak German, though he is by no means a bad linguist, and that he much dislikes his grandmother's (the Empress Frederick's) custom of insisting that English must be spoken by her children and grandchildren in her presence.

....Miss Emma Siboni of Milwaukee, a woman of 22, has received an order by cable to paint a miniature of the Dowager Empress of Russia. Miss Siboni is the daughter of Erich Siboni, a Danish pianist of note, who was the music master of the Dowager Empress of Russia, of her sister, the Princess of Wales, and of other royal personages. She came to the United States when she was four years old, and has since made this country her home. She studied in the West, principally in Chicago, and gained distinction as a portrait painter. She took up miniature painting only recently, and has met with remarkable success.

THE GREAT BOSTON FIRE.

A most interesting account of the Great Boston Fire of 1872 is contributed to the New England Magazine for November by Mr. Robert G. Fitch of the Boston Transcript. His article contains reminiscences of many who witnessed the conflagration, is illustrated with reproductions from photographic views of the fire, and the burned district, and completes a vivid picture of that wholesale work of destruction. The awful warning of such a disaster was not without its effect, and it is re-assuring, says Mr. Fitch, to compare Boston's well-equipped fire department of today with the inadequate service of that time. "Boston has probably seen the last of her really great conflagrations," he adds, "though under even present conditions destructive conflagrations are possible."

BARRELS OF SAMPLES.

Over Two Hundred Thousand Trial Bottles Sent Free by Mail.

By special arrangement with the manufacturers of that justly famous Kidney medicine, Dr. David Kennedy's Favorite Remedy, the readers of the Newport Daily News are enabled to obtain a trial bottle and pamphlet of valuable medical advice absolutely free, by simply sending their full name and postoffice address to the DR. DAVID KENNEDY'S CORPORATION, Rondout, N. Y., and mentioning this paper.

Of course this involves enormous expense to the manufacturers, but they have received so many grateful letters from those who have been benefited and cured of the various diseases of the Kidneys, Liver, Bladder and Blood, Rheumatism, Dyspepsia and Chronic Constipation, and all weaknesses peculiar to women, that they willingly send trial bottles to all sufferers.

Upon investigation it was found that 91 per cent of those who had used the trial bottle had received such benefit from it that they purchased large sized bottles of their druggists.

It matters not how sick you are or how many physicians have failed to help you send for a trial bottle of this great medicine; it costs you but a postal card, and benefit and cure will most certainly be the result.

Put some urine in a glass tumbler and let it stand 24 hours; if it has a sediment or if it is pale or discolored, milky or cloudy, stringy or ropy, your Kidneys or Bladder are in a bad condition. Dr. David Kennedy's Favorite Remedy speedily cures such dangerous symptoms as pain in the back, inability to hold urine, a burning, scalding pain in passing it, frequent desire to urinate, especially at night, the staining of linen by your urine and all unpleasant and dangerous effects on the system produced by the use of whiskey, wine or beer. Dr. David Kennedy's Favorite Remedy is sold at all drug stores at $1 for a large bottle; six bottles for $5.

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Lemon Jelly made with Keystone Silver White Gelatine. Recipe for this and many other delicious desserts in every box.
If your grocer can not supply you send us his name and we will send you a sample package free with recipes by the leading cooks of the country. A full size box mailed for 15 cents.
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Is a distressing complaint. In its acute form it is known as dyspepsia. You need not suffer from indigestion. It can be permanently cured by
SEMIT TABLETS
THE BELLEVUE HOSPITAL REMEDY
For Men, Women and Children
THE TRIED AND TRUE CURE
Semit Chemical Co., Brockton, Mass.—Gentlemen: My wife has used Semit Tablets for some time, and they are a good thing for indigestion. C. P. BAKER.
Merrimac, Mass., April 10, 1899.
Semit Chemical Co., Brockton, Mass.—Gentlemen: I wish to testify to the worth of Semit Tablets. They have done me much good, both for indigestion and constipation, particularly the latter. A. D. TYLER, SR.
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Semit Chemical Co., Brockton, Mass.—Gentlemen: Semit Tablets proved a blessing for me. I suffered from indigestion; was nervous and miserable after eating, and sometimes my heart would flutter so violently that I thought I had heart trouble. I saw several doctors, and they told me my heart was all right, but that I suffered from chronic indigestion. I took Semit Tablets according to the printed directions, and continued taking them until they cured me. To my friends or others who suffer as I did, I urge them to use Semit Tablets, because I know they will cure indigestion. Yours truly, MRS. HATTIE AIRLIE.
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As an elegant and healthful preparation for the teeth it stands unsurpassed.
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A large assortment of the best quality, especially prepared for family use.

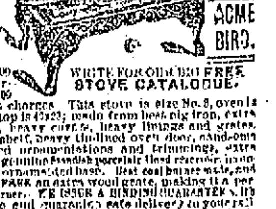
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THE ART OF SEEING CONSISTS IN THE EYE NOT BEING CONSCIOUS THAT IT IS BEING USED. IF YOUR EYES FEEL TIRED AND YOU DON'T SEE RIGHT YOU NEED TO VISIT US.
MY OPTICAL GOODS GIVE UNIVERSAL SATISFACTION AND ARE RECOMMENDED BY ALL.
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This spring try
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WRITE FOR OUR BIG FREE STOVE CATALOGUE.
This stove is size No. 8, oven is 16x18x11, top is 42x23; made from best pig iron, extra large flues, heavy covers, heavy linings and grates, large oven shelf, heavy tin-lined oven door, handsome nickel plated ornamentations and trimmings, extra large deep, genuine Standish porcelain lined reservoir, handsome large ornamented base. Best coal burner made, and we furnish FREE an extra wood grate, making it a perfect wood burner. WE ISSUE A BINDING GUARANTEE with every stove and guarantee safe delivery to your railroad station. Your local dealer would charge you $25.00 for such a stove, the freight is only about $1.00 for each 500 miles, so we save you at least $10.00. Address,
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Advertisements, without special position, $1 a square for the first insertion and 25 cents for each continuance. Ten lines, or less, nonpareil type (or five-sixths of an inch) make a square. Advertisements of five lines or less are taken at about one-half these rates. A discount is allowed on all advertisements ordered in the Daily for more than one week, or when both papers are used.

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PRINTING.

The News has six steam presses and has a large and well-appointed job office.

Newport Daily News

TUESDAY, OCTOBER 31, 1899.

VIGOROUS WORK IN THE PHILIPPINES.

There is a promise of a vigorous campaign against the Filipinos as soon as the rainy season in the islands is over, by which time the American army will be sufficient to deal with the situation. It is understood that President McKinley has decided to keep General Otis in command at Manila and that he will be allowed to plan the campaign he desires to make, and this will be followed in a general way. General Lawton will command the forces in one part of Luzon and General MacArthur in another, and whenever they decide upon a move they consider right they will not have to ask for authority from Manila. Following General Otis's plan generally, the details will be left to the officers who are in the field and in position to best judge what ought to be done. By December 1 65,000 men will be in the Philippines, and this number will be increased until a large army is in command of each of the generals. The armies will be sufficient in size to hold every place of importance captured, and the Filipinos will be taught at the point of the bayonet that the authority of the United States must be respected.

EARLY STATESMEN.

The New Bedford Mercury says: "We should be glad to see the nation observe the centennial anniversary of the death of Washington as a holiday, in accordance with the suggestion of Major Austin S. Cushman, but we would remind the major that some of the principles for which Washington fought are not held in universal esteem, as they once were. For instance, there is the principle that governments derive their just powers from the consent of the governed. This is out of date now."

This is a very common form of speech accorded to the questions arising from the spirit of progress, but if any one expects to hold the world down to the sayings and doings of former ages he will be mistaken. We knew a man once who, when his pastor was thrown from a carriage and he was told of the news, said: "Good enough for him; he had no business to have a carriage. St. Paul didn't." Now it strikes us that the fathers did the best they knew, but they did not know it all and did not have all the conveniences and inspiration afforded in later times. Even the Jeffersonian Democrats have forsaken the principles, and wisely, too, in some cases, of Thomas Jefferson, while the Republicans have abandoned what were deemed settled principles on the part of George Washington. In this age he that says: "Thus far and no farther" in governmental policy will be sure to get left. We must not quote a great name for one thing, while it stands also for others of an opposite nature. The American people have great respect and love for the fathers who knew the best that was to be known in the age and generation in which they lived, but governments run on the principles and theories of any of the ancient statesmen are sadly behind the times.

WHAT IT MEANS.

The English naval demonstration is evidently not so much for effect in South Africa as in continental Europe. Very little opportunity will be found on the part of the warships for fighting in the Transvaal and Orange Free State, for both are safely inland, and no formidable fleet to protect the transports on the way, or to secure control of Delagoa Bay, is required. The gathering of battleships at Gibraltar is not confessedly for immediate service so much as for diplomatic effect.

This is not the first time that England has proceeded in this way, and it must be said that more than once a grave crisis has been thus averted. In spite of all diplomatic representations, it is well understood that continental Europe generally looks on the expansion of the English-speaking nations with a jealousy that easily could be converted into active hostility. We felt this hostility at the opening of the Cuban war, and it was only the demonstration of our own and England's naval power, with the knowledge that England would stand by us, that saved us from hostile intervention. There may be now no concerted purpose on the Continent to harass England in her present undertaking, but there is reason enough for England to show that she is armed against it. And so the mobilization of troops has been on a larger scale than is likely to be necessary for the operations in South Africa. It is a measure of national defense, and the present naval demonstration is a warning to Europe to keep hands off, a warning that is likely to be respected.

Senator Burrows of Michigan declares his purpose to fight against the admission of Senator Quay to the Senate by appointment of the governor of the state. In the somewhat similar case of Oregon, three years ago, he made a thorough study of the question, and came to the conclusion that a governor has no right to appoint a Senator when the legislature has failed to use its opportunity to elect. The Massachusetts Senators came to a different conclusion and so can without any inconsistency vote to seat Mr. Quay. It is to be hoped that all self-respecting Senators will see their way clear to break the alliance between the boss-ridden Republican party of Pennsylvania and themselves.

Negotiations will soon be opened in Madrid for a new treaty between Spain and the United States. The old one went out of existence when the recent war was commenced and only an international agreement exists now, the peace treaty having no reference to commerce, navigation, extradition and other relations between nations in times of peace. The former treaty dated back to 1795 and hardly covered the present condition of affairs, and the coming negotiations will be toward a more serviceable agreement. This treaty will be the final step towards completely restoring the friendly relations between the two countries.

William H. Webb, who built a home for impecunious shipbuilders and a training school for young shipbuilders in New York, endowing it with $2,000,000, died yesterday at the age of 83. He had frequently been called the father of American shipping and is said to have built more than 150 ships, from the ironclad to the merchantman, in his shipyard on the East river, among the number being war vessels for Spain, Russia, England, France and other foreign countries. Mr. Webb was estimated to be worth $20,000,000.

There is one town in Massachusetts in which there is no doubt about the result of the election next Tuesday. Dalton is so well satisfied that its distinguished citizen, W. Murray Crane, is to be the next governor of the state that its citizens, irrespective of party affiliations, have arranged a grand jubilee on the evening after voting day in honor of the governor-elect—and the anticipation is hardly a case of misplaced confidence.

This year's loss of life in the Gloucester fishing fleet is considerably below the average for the past 25 years, and the loss is vessels and amount of insurance aggregate nearly the average for the last quarter of a century. Sixty lives have been lost, leaving 15 widows and 26 fatherless children added to the already long list to be cared for; the value of the vessels lost is nearly $80,000, on which there was an insurance of $61,000.

According to computations made by the Treasury Department, the gold production of the world since the discovery of America, a little over four hundred years, amounts to $9,833,059,600, and of this amount more than half has been produced within the last 40 years and one fourth within 15 years; in other words, $5,341,855,000 has been produced since 1860, and $2,510,260,100 since 1885.

The great powers of the world understand that the United States will conquer and keep the Philippine islands permanently. They are governing themselves accordingly and making arrangements for business on that line, and when all the trade alliances are consummated there will be no further trouble.

Dr. Henry van Dyke has decided to leave the Brick Church in New York, over which he has been, since leaving Newport, the popular pastor. His resignation will take place as soon as a successor can be agreed upon. Dr. van Dyke feels that all his labor is demanded by his professorship of English literature in Princeton University.

There is a report in New York that the City Club has filed charges against District Attorney Asa Bird Gardiner and asked Governor Roosevelt to remove him from office. General Gardiner has been in hot water almost continually since he entered upon the duties of district attorney in New York.

The startling news is received from South Africa of the loss of two British regiments, which is something unusual for that army; indeed, we are not quite sure that it is not the first time so large a number has been lost in modern warfare by that nation. Ladysmith at last advices had not fallen.

Senator Proctor takes pains to say that the friends of the administration need not worry about his loyalty. He declares that he is not only not interested in starting a Dewey boom but is friendly to the President and does not expect the great admiral's nomination.

A Chicago bigamist confesses to having married 42 wives. If he should move now to Utah that state might make him a United States Senator to keep company with Congressman-elect Roberts.

The Philippine commission, which began its sessions in Washington yesterday, is made up of men who have been on the ground, and should be able to come to valuable conclusions.

Susan B. Anthony will soon be 80 years of age. The fact is now proved that the ballot is not necessary to long life.

But wasn't it a surprise! Dewey is no longer simple Dewey, or even Sampson; he is Schley.

No naval hero should be permitted to pay rent when it is so easy to own a home.

Mormon converts continue to come to this country as the result of the missionary labors of "elders" sent out for the work of proselyting.

And so Admiral Dewey has surrendered, but not to the enemy.

THE HEAVENS IN NOVEMBER.

The expected return of the main body of the November meteors dwarfs every other astronomical event this fall. The splendor of their display, in 1833, made so deep an impression that they have ever since occupied a place apart in the popular imagination as the most gorgeous and startling of all celestial pageants. The fact that three of their periods measure just the span of a century tends to add to their reputation as a spectacle. Although their returns are separated by a space of 33 years and a fraction yet they may be seen three times in the course of a man's life. One who saw them as a child, in 1833, might have regarded their fiery menace with the cooler judgment of a middle-aged man in 1866, and, this year, may behold again the scene that marked the start and the turning post of his life with ineffaceable memories of wonders in the heavens.

But, while everybody hopes for a brilliant spectacle on this occasion, there are reasons for anticipating a possible disappointment. In 1866 the display, although imposing, was by no means so wonderful as it had been in 1833. The fact that the meteors were almost as abundant in 1867 as in 1866 showed that they were being scattered along their path. Later investigations indicate that this scattering of the meteors has probably continued ever since. The planet Jupiter, the great perturber of the solar system, has had his hand upon them. They are apparently traveling in several shoals, or parallel streams, and it may be that when the earth crosses their line of march it will fail to pass through any very dense column of the wanderers.

Yet, at the worst, it is certain that there will be a meteoric "shower." There may be only a hundred, or a few hundred, visible in an hour, or there may be many thousands. One unfortunate circumstance will be the presence of a strong moonlight, which will suffice to conceal many small meteors and to rob the larger ones of much of their brilliance. The maximum of the display is generally expected soon after midnight on the morning of November 16, and at that time the moon will be within 28 hours of the full phase. At 1 o'clock a. m., November 16, the moon will be in the constellation Aries, about two hours west of the meridian, while the radiant point of the meteors, in Leo, will be about two hours from its rising point in the northeast.

While the best attainable information points to the first hour of the morning of November 16 as the time when the meteors will be most numerous, yet the data are so uncertain that all observers are advised to be on the watch 48 hours earlier. Begin say at midnight on the thirteenth, and watch until dawn. Resume watching on the following night, and so on until the morning of the seventeenth. Every watcher for the November meteors on this occasion can have the satisfaction of knowing that his, or her, vigil is being shared, all over the civilized world, by thousands of the brightest spirits which now inhabit the earth. The solution of the mystery of the November meteors will stand, in the perspective of a thousand years, high among the achievements of man.

The watch for the meteors will inevitably call many unaccustomed eyes to the starry heavens, and luckily the constellations on view include several of the finest. Like the meteors, however, the stars will suffer from the effulgence of the moon. At midnight in the middle of November the eastern half of the firmament is especially beautiful. Nearly overhead glitter the Pleiades, a silvery swarm. A little eastward appears the V-shaped figure of the Hyades, containing the red Aldebaran, marking the eye of the great bull Taurus which the imagination of the constellation makers pictures in the act of charging down upon the giant hunter Orion. The latter appears below the Hyades, toward the southeast, the uplifted "lion's skin," marked by a curving stream of small stars, being interposed between the hunter and the bull. Two brilliant stars, the brighter, Betelgeuse, of an orange tint, being the farther east, mark Orion's broad shoulders. A sparkling group above indicates his head. His beautiful belt, symbolized by three fine stars in a straight row, next catches the eye, while below the belt a splendid lone star, Rigel, shines in the giant's upraised foot.

An imaginary line drawn through the stars of the belt, and continued some 20 degrees toward the left, will point out the brightest star in all the heavens, Sirius, or the Dog Star. Northward from Sirius, and somewhat farther east, shines the lone first-magnitude star, Procyon. Above Procyon, but toward the west, are the twin stars of Gemini, Castor and Pollux. Between Gemini and Taurus flows the Milky Way, which makes its appearance north of Sirius in the east, and, crossing the heavens, disappears when the Northern Cross is settling in the northwest. North of Taurus and in the edge of the Milky Way is the brilliant white star Capellor. West of this is a curved row of stars, in a bright part of the Milky Way, belonging to the constellation Perseus, and below Perseus, also immersed in the Milky Way, is the zigzag figure of Cassiopeia and her chair. Half way down the western sky is the great square of Pegasus, and extending from one corner of the square toward Perseus, is a row of second-magnitude stars belonging to Andromeda. The Great Dipper is low in the northeast, standing on its handle.

The remarkable assemblage of planets in the constellation Libra, to which attention was called in October continues. At the beginning of November Mercury, Venus, Mars and Jupiter are all in that constellation, while Uranus is about 10 degrees and Saturn about 25 degrees east of its borders. All these planets are too near the sun for satisfactory observation. Mercury and Venus, however, are moving away from the sun, and the sixteenth the former attains its greatest eastern elongation, but it is so far south that it will not be conspicuous as an evening star. Venus will be seen in the southwest after sunset at the end of the month. A notable series of planetary conjunctions begins on the morning of the fourth, when Mercury and Mars meet. On the evening of the eighth Mercury and Uranus are in conjunction. On the morning of the thirteenth Mars and Uranus are in conjunction, and at noon on the fourteenth Venus and Uranus. On the forenoon of the sixteenth there is a conjunction of Venus and Mars, and on the forenoon of the twenty-sixth a conjunction of Venus and Mercury. On the afternoon of the twenty-seventh Venus meets Saturn, and on the afternoon of the thirtieth Mercury and Mars are in conjunction for the second time during the month. As these various conjunctions occur while the planets concerned are crossing the astrologically condemned region of Scorpio the high priests of superstition may be expected to make the most of them.

New moon occurs on the morning of the third, first quarter on the morning of the tenth, full moon on the morning of the seventeenth, and last quarter on the morning of the twenty-fifth. The moon is nearest the earth on the forenoon of the twelfth, and farthest from the earth on the evening of the twenty-fourth.—[Scientific American.

AFRICANS AND THE LOCOMOTIVE.

The children of the desert were filled with awe when first the silence of the primeval solitude was broken by the puffing of the steam engine. Down at the other end of the Cape to Cairo line the simple Matabele, when first confronted by a locomotive, were certain that the strange machine was worked by the labor of an indefinite number of oxen, which they assumed were shut up inside. Hence, when the engine stopped they gathered in curious crowds waiting to see the door open and the oxen come out, nor could they for many days be persuaded that the power of the locomotive could come from other than the strength of the ox. The Arabs of the Soudan, more imaginative than the Matabele, saw in the fire horses of the railway one of the Djinns of the Arabian Nights, harnessed by the magic of the infidel to the long train of cars. The steam engine was to them a living, sentient being. Of which belief there is curious evidence in the fact that on one occasion a sheik made an impassioned remonstrance against the cruelty of making so small an engine draw so huge a train.—[Windsor Magazine.

SITUATIONS WANTED.

WANTED—Situation by first-class cook, with good Newport references. Box 13, Daily News Office.

WANTED—Work by young woman; good sewer; would prefer chance to learn dressmaking to large wages. Address Box 48, Daily News Office.

WANTED—A situation for chamberwork and sewing, by a young woman with good reference. Address Box 8, Daily News Office.

WANTED—Situation as good plain cook; willing to go to New York or Boston. Can give good Newport references. Address Mrs. Southwick, corner Dean avenue and Spring street.

WANTED—Three or four hours' work a day, by an able-bodied man; small pay. Address Box 15, Daily News Office.

WANTED—Lady leaving town wishes to place an excellent young girl for second work in small family. Will give personal interview. Box 68, Daily News Office.

HELP WANTED.

WANTED—An experienced laundress. Bring references. Apply between 6 and 7 northeast corner Gibbs avenue and Beach street.

WANTED—A bright young man for general store service. Address Box 49, Daily News Office.

WANTED—Capable Swede or German girl for general housework. Apply Cottage No. 1, Torpedo Station.

GENERAL WANTS.

WANTED—A lot of land centrally located. Price must be reasonable. Address Box 60, Daily News Office.

TENEMENTS, ROOMS AND BOARD.

WANTED—Two or three permanent boarders for the winter, or can accommodate a small family. Address Gleam Cottage, Mrs. C. S. Sherman, Thurston avenue.

TO LET—Furnished rooms at 38 Green street.

Furnished Rooms for Young Men,
With bath, gas and heat, $2 and up. 151 Spring street.

TO LET—Second and third floors, 255 Thames street, suitable for offices, club, or barber shop. Apply to J. D. Hidler, 12 Park street.

TO RENT Upper part of house, 14 Central court; eight rooms, closet, hot and cold water. Apply on premises. J. M. Swan.

FOR SALE.

FOR SALE—Kerosene business. Address Box 17, Daily News Office.

TRICYCLE FOR SALE.

A tricycle in perfect order, little used Price $65. Address Box 42, Daily News Office.

FOR SALE.

125 feet of Second-hand Iron Fence, with Posts and Two Gates.
All in good condition.
J. B. Bachelder, Commercial Wharf.

For Sale
FOUR HENHOUSES
AT FORT HILL FARM.
FRANCIS S. and STEPHEN P. BARKER

INSTRUCTION.

TRIAL WEEK FREE!

We will give a free trial week in our school, to anyone contemplating a Business, or Shorthand and Typewriting Course. We are certain that we have the school that will satisfy wide-awake young people, and we solicit the closest investigation from any who may be interested. After attending the school a week, the pupil may withdraw, if not desirous of continuing.
Evening School Monday, Wednesday and Friday evenings. Apply to
NEWPORT BUSINESS COLLEGE,
4 Washington Square.

MISS SAYER'S SCHOOL,
3 Whitfield Court.

Yersin Phono Rythmic Method Taught.
Yersin Diploma.

Mrs. Walter N. Hill
Will be at home to resume her
Private Teaching
November 1.
For further information apply at 119 Church St.

MISS OPITZ,
Of Dresden and New York, offers her services as
Instructress in Piano and German
Pupils taught Piano in the German language if desired. Children's classes formed. Address 31 Clarke street. Refers to former patrons in Newport and New York.

Alfred G. Langley, A. M.
PRIVATE TUTOR.
Piano Instruction and Accompanying.
School Street. Call from 1:30 to 3 P. M.

BULBS FOR WINTER
Planting, consisting of Hyacinths, Tulips, Crocus, Narcissus, Freesia, Jonquils, Chinese Sacred Lily and Lily of the Valley Pips.
Sheep Manure and Cadoo Fibre to make your plants grow. Also Potting Soil; the very best, always on hand. Flower pots (all sizes). I have just received a new invoice of very fancy Jardinieres; also Palms of all kinds, Rubber Plants, Boston Sword Ferns, Maiden Hair Ferns and Begonias.
Hardware, Tinware, Wooden ware and all kinds of Bird Cages in brass and Japanned, at
H. L. DeBLOIS'S,
80 BROADWAY.

For Rent Unfurnished
Or For Sale.

The premises 40 Everett street; a substantial, well built house. Will sell at a moderate price or will lease. Apply to
R. C. DERBY,
138 BELLEVUE AVENUE.

THE WEATHER.

WASHINGTON, Oct. 31, 8 A. M.—For Massachusetts, Rhode Island and Connecticut—Heavy rain tonight and Wednesday; northeast gales, attaining hurricane force, on the south coast tonight.

FOR BOSTON AND VICINITY.

BOSTON, Oct. 31, 8 A. M.—For Boston and vicinity—Rain tonight and Wednesday; easterly gales.

WEATHER CONDITIONS.

The southern storm has moved north to the Carolina coast and increased greatly in severity. At 8 a. m. severe gales prevailed on the coast north to Sandy Hook, at which point the wind was blowing 60 miles an hour, from the northeast. Rain was falling from New York to Georgia. The indications are that the storm will move slowly northeastward, causing dangerous easterly gales on the New England coast tonight and Wednesday. The area of high pressure that was over the Lake region yesterday has moved rapidly northeastward to the provinces. Except over Atlantic coast states fair and generally clear weather prevails over the country today. It is cooler in the southern states and in the northwest, but generally the temperature is near normal.

J. W. SMITH,
Local Forecast Official.

LOCAL CONDITIONS.

Oct. 31.	8 h	12 h	14 h
Temperature.	51	58	59
Barometer.	30.06	29.98	29.92
Wind.	E	NE	NE
Weather.	Cloudy	Cloudy	Rain

MINIATURE CALENDAR.

TUESDAY, OCTOBER 31.

Sun rises ..... 6 h 16 m
Sun sets ..... 16 h 39 m
Moon rises ..... 3 h 26 m
Length of day ..... 10 h 23 m
Day's decrease ..... 4 h 54 m
High water ..... 5 h 10 m; 17 h 25 m

WEDNESDAY, NOVEMBER 1.

Sun rises ..... 6 h 18 m
Sun sets ..... 16 h 38 m
Moon rises ..... 4 h 28 m
Length of day ..... 10 h 20 m
Day's decrease ..... 4 h 57 m
High water ..... 5 h 49 m; 18 h 05 m

THURSDAY, NOVEMBER 2.

Sun rises ..... 6 h 19 m
Sun sets ..... 16 h 36 m
Moon rises ..... 5 h 32 m
Length of day ..... 10 h 17 m
Day's decrease ..... 5 h 00 m
High water ..... 6 h 21 m; 18 h 45 m

FRIDAY, NOVEMBER 3.

Sun rises ..... 6 h 20 m
Sun sets ..... 16 h 35 m
Moon sets ..... — h — m
Length of day ..... 10 h 15 m
Day's decrease ..... 5 h 02 m
High water ..... 7 h 02 m; 19 h 26 m

Moon's Phases.

New Moon, November 3, 5 h 27 m, E.
First Quarter, November 10, 8 h 35 m, E.
New Moon, November 17, 5 h 19 m, W.
Last Quarter, November 25, 1 h 35 m, E.

NEW TODAY.

Furniture at Auction; 8th page.
C. T. Knowles—Wanted; 7th page.
A. C. Tilus Co.—Jardinieres; 1st page.
John Whipple—Farm Wanted; 7th page.
W. B. Sherman, Jr.—Kid Gloves; 3d page.
Wanted—Situation as First-Class Cook; 4th page.
Henry Bull, Jr.—Insurance and Real Estate; 4th.
Wanted—Situation to do Chamberwork; 4th page.
Opera House—"Sunshine of Paradise Alley;" 5.
N. Y., N. H. & H. R. R.—Time Table; 8th page.
Taylor, A. O'D.—Pell Estate, Mary St., for Sale; 1.

Changes of advertisements should be sent in the night before or early on the day of issue to insure insertion.

FOR SALE.

On Honeyman Hill, a property containing a large Swiss villa, stable, greenhouses, bowling alleys and 22 acres of land.
Also another property containing a Queen Anne cottage, with stable, etc., and about 12 acres of land. Both are on the hill at an elevation of 120 feet and command a fine view of the ocean at the south and Narragansett Bay on the north as well as the pretty valley running north and south just west of these properties. They can now be had at tempting prices and are also for rent.
HERBERT L. DYER,
1 TRAVERS BLOCK, CORNER BELLEVUE AVENUE AND BATH ROAD.

Steam and Hot Water Heating,
Electric Bells, Burglar Alarms
Gas and Electric Lighting.
Philip F. Conroy,
TELEPHONE 272. 181 THAMES ST.

The Liverpool and London and Globe Insurance Co.
HENRY BULL, JR.,
Fire Insurance.
197 Thames Street.

REAL ESTATE FOR SALE.

Cottage and barn on Appleby street. Lot contains about 3,900 square feet, $3,000.
Good condition and location central.
HENRY BULL, JR.,
Real Estate,
197 Thames Street.

Wanted!
A few Horses to Board
FOR THE WINTER.
Excellent stable. Prices reasonable.
APPLY TO
CHARLES T. KNOWLES,
JAMESTOWN, R. I.

TOWN OF MIDDLETOWN.

REWARD OF $300.

The Town Council of Middletown, in the State of Rhode Island, etc., hereby offers and will pay a reward of Three Hundred Dollars, for such information as will secure the apprehension, detention and conviction of the person or persons who committed an assault and battery upon the body of a Portuguese laborer in the employ of Edward J. Peckham, during the evening of Saturday, the twenty-first day of October instant, 1899.

Said reward to be paid upon the conviction of any of the persons connected with such assault, either as principal or accessory.

By order and in behalf of said Town Council,
ALBERT L. CHASE, Clerk.
Middletown, R. I., October 23, 1899.

IF YOU WANT GOOD HELP
LEARY'S Drop a postal to INTELLIGENCE OFFICE, 168 Broadway.

A. W. LUTHER,
Jamestown Real Estate Agency
Office at Jamestown on Ferry Wharf.

25 years' experience in Jamestown Real Estate.
SOLE AGENT FOR MANY OF THE FINEST BUILDING SITES IN JAMESTOWN.

EDWIN T. BANNING,
Architect,
209 Thames Street.
ROOM 36.

A. O'D. TAYLOR.
CENTRAL PROPERTY FOR SALE,
With house on it worth $500 a year—and with space on the grounds to build a number of moderate cottages at $250 to $300 a year—much wanted in the city district. The "Pell Estate" on Mary street with outlook on Clarke street. Area 30,520 square feet. Held hitherto for $20,000. To close estate will sell at $16,000. Sixteen thousand. Apply to Mr. Taylor at his office,
124 Bellevue Avenue.
TELEPHONE NUMBER 329.

DIED.

SHEEHAN—In this city, 30th inst., at her residence, 50 West Broadway, Margaret, wife of Patrick Sheehan, aged 35 years.
Funeral from her late residence, Thursday, Nov. 2, at 8:30 A. M., to St. Joseph's Church at 9:30, where a solemn high mass of requiem will be offered for the repose of her soul.
CUMMINGS—In Providence, 30th inst., James Cummings, in his 61st year.
RUSSELL—In Pawtucket, 29th inst., James Russell, in his 83d year.
WALMSLEY—In Fall River, 30th inst., Emma Walmsley, aged 65 years.
PINAULT—In Fall River, 29th inst., Marie Cusse, wife of Grid Dinault, aged 62 years.
MESSIER—In Fall River, 28th inst., Charles Messier, aged 16 years.

ROBERT C. COTTRELL, Undertaker and Embalmer, 322 & 324 Thames street. Residence, 104 Mill street. Telephone at office and residence.

"What's in a name?" Everything, when you come to medicine. When you get Hood's Sarsaparilla you get the best money can buy.

For Sale.
Estate of James T. Easton on West Broadway.
Lot about 40 by 80, with dwelling-house.
Full particulars of
SIMEON HAZARD,
SOLE AGENT.

H. L. Marsh. Howard R. Peckham.

Hay, Grain, Straw, Salt.
H. L. Marsh & Co.,
Office at Elevator, near Pass. Station
Branch Store, 162 Broadway.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

NEWPORT, Sc. CITY OF NEWPORT.

WHEREAS, **Tuesday, the Seventh day of November, 1899,** being the Tuesday next after the first Monday in November 1899, is by law the day designated for holding Ward Meetings in this city for the election of City Officers, etc.—

WHEREFORE, the qualified electors of this City are hereby warned and notified to meet in their respective ward meetings on said TUESDAY THE SEVENTH DAY OF NOVEMBER, 1899, at half past six o'clock in the morning, at the following named places, designated according to law, viz:

IN THE FIRST WARD, at the Ward Room in No. 2 Fire Station building, Bridge Street;
IN THE SECOND WARD, at the Ward Room in No. 4 Fire Station building, Equality Park place;
IN THE THIRD WARD, at the Ward Room in No. 1 Fire Station building, Mill Street;
IN THE FOURTH WARD, at the Ward Room in No. 7 Fire Station building, Young Street;
IN THE FIFTH WARD, at the Engine Room No. 6 Fire Station, Thames Street.

AND, to give in their ballots as prescribed by law, for MAYOR and for CITY TREASURER, for PUBLIC SCHOOL COMMITTEE, to serve for three years from said first Monday in January next and until their successors are elected and qualified in their places; for FOUR members of the PUBLIC SCHOOL COMMITTEE, to fill a vacancy, to serve until the first Monday in January 1900 and until his successor is elected and qualified and for a WARDEN and a WARD CLERK of their respective wards to serve for the term as by law provided.

AND, said qualified electors who are entitled to vote upon any proposition to impose a tax or for the expenditure of money, are notified to give in their ballots in their respective wards, as provided by law, for MAYOR, CITY TREASURER, PUBLIC SCHOOL COMMITTEE, WARDENS and WARD CLERKS, as aforesaid, and for one ALDERMAN and three COMMON COUNCILMEN (who shall reside in the ward for which they are elected) to serve for one year from the first Monday in January next and until others are elected and qualified in their places.

Said Ward Meetings, according to law, will be kept open from half-past six o'clock in the morning until half-past six o'clock in the evening and no longer.

WITNESS my hand, this thirtieth day of October A. D. 1899.

WILLIAM G. STEVENS,
City Clerk.

POSTOFFICE GUIDE.

November 1, 1899.

Office hours—7 a. m. to 8 p. m. Sundays, 10 to 11 a. m.; 4 to 4:30 p. m.
Money Order and Registry Department open from 8 a. m. to 6 p. m.
Mails open Sundays at 10 a. m. Mails close Sundays at 4:30 p. m.
Registered Mail opens 8 a. m., 10 a. m. Closes, 3:30 and 6 p. m.
Carriers' Delivery at 8 a. m., 2 and 4:30 p. m.
Carriers' Letters may be called for on Sunday mornings from 10 to 11; week day evenings from 7:30 to 8.
Special Delivery until 8 p. m.

OPENING AND CLOSING OF MAILS.

New York City and Foreign—Open 8 a. m.; 1:30, 4:30, 7:30 p. m. Closes 9:30 a. m.; 12:30, 3:30, 7:10 p. m.
New York State and Western—Open 8 a. m.; 1:30, 4:30, 7:30 p. m. Closes 6:30, 9:30, 10:30 a. m.; 12:30, 2:30, 3:30, 7:10 p. m.
Boston and Eastern—Open 8, 9:30 a. m.; 1:30, 3:30, 6:30, 7:30 p. m. Closes 6:30, 9:30, 10:30 a. m.; 12:30, 2:30, 4:30, 7:10 p. m.
Providence, R. I., and R. I.—Open 8, 9:30 a. m.; 1:30, 3:30, 6:30, 7:30 p. m. Closes 6:30, 9:30 a. m.; 12:30, 2:30, 4:30, 7:10 p. m.
Connecticut—Open 8 a. m.; 1:30, 6:30, 7:30 p. m. Closes 6:30, 9:30 a. m.; 12:30, 7:10 p. m.
Fall River and New Bedford—Open 8, 9:30 a. m.; 1:30, 3:30, 6:30, 7:30 p. m. Closes 6:30, 10:30 a. m.; 2:30, 4:30, 7:10 p. m.
Bristol Ferry, Tiverton and Little Compton—Open 8, 9:30 a. m.; 7:30 p. m. Closes 6:30 a. m.; 1:30 p. m.
Jamestown, R. I.—Open 11 a. m.; 6 p. m. Closes 10 a. m.; 4 p. m.
Block Island, R. I.—Open 11 a. m., Monday, Wednesday and Friday. Closes 12:30 p. m., Tuesday, Thursday and Saturday.
South Portsmouth, R. I.—Open 12:30, 6:30 p. m. Closes 7:30 a. m.; 2 p. m.
Portsmouth, R. I.—Open 8, 9:30 a. m.; 12:30, 6:30 p. m. Closes 7:30 a. m.; 2, 4:30 p. m.

A. G. LANDERS, Postmaster.

VICE PRESIDENT BETTER.

His Physician Unable to Offer Hope for His Recovery.

NEW YORK, Oct. 31.—Vice President Hobart, in the opinion of his physician, is not likely to die today, and may survive for at least two days unless he suffers another serious relapse.

The Vice President at 6 o'clock this morning was still asleep and resting quietly in a natural slumber not induced by drugs. Dr. William Newton, the family physician, who is attending Mr. Hobart at the latter's home in Paterson, N. J., spent the greater part of the night in a room adjoining the patient, while Mrs. Hobart, Garret A. Hobart, Jr., and Hobart Tuttle, a brother-in-law of the Vice President, slept in rooms near by.

While Dr. Newton would not give out a detailed statement as to his patient's condition, he said that Mr. Hobart's nervous system was wrecked as a result of overwork and that his heart had been the centre of the attack. He said his patient had been asleep for four hours and was still asleep.

At 1 o'clock this morning one of the servants hurriedly summoned Dr. Newton, who ran all the way from his house to the Hobart residence and was soon followed by his wife, a friend of Mrs. Hobart. All the windows in the house were illuminated and figures could be seen running from room to room. Subsequently Dr. Newton, responding to a ring at the door bell, said that while Mr. Hobart was asleep his pulse had become so weak that the trained nurses in attendance had become frightened and sent for the doctor. Later the pulse of the patient became stronger and fears that he was about to die were relieved for the moment. During the treatment administered the Vice President awoke and was assisted to a sitting position, braced up with numerous pillows. While he seemed to understand what was said and done near by, and appeared to desire to speak, no sound passed his lips and for the time at least he was deprived of the power of speech. Later Mr. Hobart was helped to a reclining position and dropped into an easy slumber.

Frederick Evans, the Vice President's private secretary, at 10 o'clock this morning said that Dr. Newton had authorized the statement to be made that Mr. Hobart was easier than he had been during the night, that there was an improvement in his pulse, and that he was as strong as he was at the same hour yesterday. Dr. Newton could not offer any hope, however, and said Mr. Hobart may not live the day out or he may live a week.

Dr. Newton, at Paterson, at 11 o'clock issued the following bulletin: "The Vice President awoke at 9 o'clock, feeling much refreshed, and has remained very comfortable ever since. His pulse is very good and he has taken considerable nourishment. He is sitting up at 11 o'clock and his condition is good."

At 1 p. m. Mr. Hobart was still resting quietly and no change for the worse is anticipated this afternoon or evening. Mr. Hobart awoke at 9 o'clock, refreshed and feeling much stronger than yesterday. His pulse was firmer and he took nourishment. He sat up on the edge of the bed, chatted with Mrs. Hobart and read the papers, showing as much interest in what was going on about him as when well. The doctor said he was improving, although in a weak and critical condition. The next bulletin will be issued at 6 o'clock.

OFF FOR RICHMOND.

President and Party to See Torpedo Boat Shubrick Launched.

WASHINGTON, Oct. 31.—President McKinley left Washington at 8 o'clock this morning for Richmond, Va., where he will attend the launching of torpedo boat Shubrick. Beside the President the party consisted of Secretary Hay, Secretary and Mrs. Gage, Secretary Long, Secretary and Mrs. Hitchcock and their two daughters, Secretary Wilson and Miss Wilson, Secretary to the President Porter and Mrs. Porter and General and Mrs. Fitzhugh Lee. Mrs. McKinley did not accompany the President.

MANUFACTURERS OBJECT.

Say Advance of Wages is Not Warranted by the Market.

FALL RIVER, Mass., Oct. 31.—No call has been issued for a meeting of the Manufacturers' Association to deal with the demand of the operatives for an increase of 10 per cent in wages. The demand is to go into effect November 13, and the meeting will be called this week in all probability. The operatives feel that their demands will be granted, despite the evident position of antagonism which the manufacturers assume. The higher prices for cotton, the manufacturers say, under a market for cloth of 2¾ cents, will wipe out any profits. The mill men say that the advance is not warranted by the condition of the market. The executive committee or the special committee has no power to bind the association and the full body must be called before there is any decision rendered.

JURORS FOR THE COMMON PLEAS COURT.

The November term of the common pleas division of the supreme court will meet here Monday, the grand jury coming in that day at 11 a. m., and the petit jury Wednesday at 9:30. The following jurors are on the list to be summoned for Newport:

Grand—Percy L. Bailey, James F. Sullivan, John Whitty, Patrick O'Brien, Edward B. Harrington, Christopher M. Bell.

Petit—George Parrott, David Brayman, George B. Smith, William H. Martin, George Gratrix, Timothy Sullivan, Benjamin F. Brown, James G. Kyle, George H. Dillon, Thomas H. Reagan.

NEW SIDEWALKS.

The work of laying the Broadway sidewalks in the Third ward was, with a slight exception, finished yesterday, and today work was begun on Spring street. The place left unfinished is opposite 116 Broadway, where the house is being raised and it was impossible to put in the walk until the job was finished.

Up to Sunday the work of laying sidewalks had progressed in all the wards quite evenly. In the First Bridge street and Third street as far as Pine street are done, a distance of about 2,475 feet of six-foot sidewalk. In this stretch there is only one piece of old walk, the brick walk in front of Street Commissioner Hamilton's residence.

In the Second, Broadway, north side, has been laid from Oak street to Newport avenue, about 700 feet of wide and 1,200 feet of narrow walk. In this section are old asphalt walks at Barker Brothers & Co. and A. A. Barker's, in the wide; John Myers, J. H. Dennistan, Mrs. Wood and E. J. Barker's, in the narrow section.

In the Third the walks are laid on Washington square from Charles to Farewell streets, on Broadway, south side, from Park place to Stone street; north side, from Farewell to Oak streets—about 1,400 feet, all wide. In this are two pieces of old walk, and one piece not done.

In the Fourth Thames street, east side, is done between Pope and Cannon, and on the west side from Waite's wharf to the state armory, about 2,300 feet, but there are several old walks that are left.

In the fifth Spring street, west side, is done from Pope street almost to Narragansett avenue, about 2,400 feet.

BIDS FOR FORT ADAMS CONTRACTS.

The contract for the addition to the light artillery barracks at Fort Adams, a building of brick and stone, about 100 by 50 feet, has been awarded, through the office of Major Young, constructing quartermaster, to Friend & Maguire of this city, for $17,640. The contract for the heating apparatus for the new building has been awarded to Barr & Creelman of Syracuse, N. Y. All the bids for the plumbing were rejected as excessive.

The high earthen emplacements on the east, north and west sides of the battlements at Fort Adams are being leveled, to provide a place for additional storehouses and other buildings which the government proposes to erect.

ASSIGNMENTS OF ARTILLERY OFFICERS.

Colonel William L. Haskin is assigned to the command of the Second United States artillery, vice Pennington, appointed brigadier general.

Colonel Wallace F. Randolph is assigned to the command of the First artillery, vice Frank, appointed brigadier general.

Lieutenant Colonel John Myrick is assigned to the Second artillery, vice Haskin, promoted.

Lieutenant Colonel Edward Field is assigned to the Third artillery, vice Randolph, promoted.

Major John M. K. Davis is assigned to the Fifth artillery, vice Myrick, promoted.

Major Benjamin K. Roberts is assigned to the Second artillery, vice Field, promoted.

Captain Louis Ostheim is assigned to the First artillery, Battery F, vice Davis, promoted.

Captain John Conklin, Jr., is assigned to the Fifth artillery, Battery F, vice Roberts, promoted.

Major James M. Ingalls is transferred from the First artillery to the Fifth artillery, and Major John M. K. Davis from the Fifth artillery to the First artillery.

JAMESTOWN.

[Regular correspondence of the News.]

Yesterday Captain Cotton's men began work on Union street. The grade is to be lowered at the end toward Walcott avenue. This was made necessary by the improvement of Walcott avenue and the removal of the bank in front of the Gardner House.

Captain Armbarst, who has been ill for the past three months, is now able to be out.

Captain Stillman Saunders of Saunderstown was here today, looking over the ferry slips preparatory to beginning work upon them.

Work on the Beaver Tail is progressing so that it is likely she will take her place on the ferry Sunday, when the Conanicut will be laid up for the winter.

LOCAL BRIEFS.

—The mail arrangement will change tomorrow, the late mail being dropped.

—There is a big fleet of tugs with barges in port, waiting for the storm to clear.

—Steam yacht Eleanor, which has been cruising about Labrador, arrived today.

—Steamer Queen City was launched today from Crowley's yard, to learn how well she had been prepared for her voyage to New London. She was found to be still too much on the sieve plan, and further repairs will be made to her.

—Mr. E. F. Scanlan, who has recently returned from Cape Nome and Kotzebue Sound districts of Alaska, has supplied the T. M. Seabury Company with samples of the footwear used in that country and they are shown alongside the regular Newport style of shoes, making quite a contrast. There is also shown an Esquimaux fishing line, snow glasses and a nugget from the Klondike.

NAVAL NOTES.

Commander C. C. Carnwell is detached from command of the Petrel and ordered to command the Monterey.

Commander E. H. C. Leutze is detached from command of the Monterey and ordered home to await orders.

Ensign D. F. Boyd is detached from the Iowa and ordered to the Solace as watch and division officer.

It is said at the Norfolk navy yard that battleship Texas will positively go out of commission there. Two reasons are stated—one that an appropriation is not available to repair her; the other that her crew of long-term men are to be sent to the Philippine fleet, and it is impossible to enlist men to serve four years in their places. Not more than 80 sailors are in reserve at Norfolk, and ships' crew are lacking. An official says that the Indiana is also to be put out of commission and her crew sent to Manila.

Captain N. M. Dyer, who commanded the Baltimore at the Manila fight, and who has been assigned to Havana to command the naval station there, has asked to be relieved of that duty. While not a sick man, Captain Dyer is not in condition to undertake active work at present.

SURROUNDED IN THE HILLS.

CONTINUED FROM FIRST PAGE.

pers are still published, and contain glowing accounts of the successes of the Boer arms, saying that Kimberley and Mafeking are expected to fall at any moment, while Bechuanaland is conquered and annexed; that the republican arms are also successful in Natal, and that the burghers are continuing their victorious march south, capturing British prisoners and stores. The papers admit that the battle of Elandslaagte was a reverse for the Boers, who lost 30 killed, and had many wounded and that 85 Boers were made prisoners. Ladysmith, according to the Boer newspapers, is soon to be taken. The Englishman added that the Boers are absolutely confident of their ultimate triumph, and believe the whole of Natal is already practically in their hands.

A despatch from Vryburg, dated October 25, gives a report of a speech of Commandant Delarey when hoisting the Boer flag there. He declared that the flag of the republic was now floating over the whole country north of the Orange river and that the British flag would never again fly there unless hoisted over the dead bodies of the burghers. Complete order prevailed at Vryburg.

Advices from Kimberley, under date of October 27, received through a despatch rider at Orange River, October 30, reports that all the wounded are progressing favorably. It also appears that, as they are unable to blow up the piers of the Modder river bridge, the Boers are demolishing them stone by stone. They have blown up practically every culvert from the Modder river to the Orange river. An armored train strongly supported made a reconnaissance October 27 and found the Boers still at Spytfontein.

SHELLS DROPPING INTO THE TOWN

Battle in Progress at the Foot of Umbanbane, Near Ladysmith.

CAPE TOWN, Oct. 31, 12:20 p. m.—The South Africa News publishes the following despatch:

"Ladysmith, Oct. 31.—A battle is proceeding at the foot of Umbanbane, a few miles from Ladysmith. Several shells have dropped into the town."

TO BOMBARD KIMBERLEY.

Boers Reported to be Building Forts Around That City.

CAPE TOWN, Oct. 31.—It is reported from Barkley-West that the Boers are constructing forts around Kimberley for the purpose of shelling the town.

READY FOR THE BOERS.

Colonel Baden-Powell Running Armored Trains Around Mafeking.

LONDON, Oct. 31.—The Cape Town correspondent of the Daily Mail says he learns that Colonel Baden-Powell, British commander at Mafeking, has laid a railway in a complete circle around Mafeking, and is running armored trains around the town, ready to meet the Boers at any point.

TRACTION ENGINES AND TRUCKS.

Test of War Machines to be Sent to South Africa.

LONDON, Oct. 31.—There was an extraordinary military parade at Aldershot yesterday, when 15 traction engines and 40 trucks were inspected previous to their departure for South Africa. A stretch of sandy road was selected for the tests and gave an excellent chance to observe the points of the engines. A steep ditch and banks two or three feet high were safely traversed; though at times the wheels sank axle deep, other engines pulled out the helpless ones. The Duke of Connaught and Princes Louis and Victor Napoleon attended the trials and were much pleased with the result. Twenty-four of these engines will be dispatched to South Africa.

Boer and British Treated Alike.

DURBAN, Natal, Oct. 31. The legislative building has been transformed into a hospital for the Boer and British wounded, who will be treated alike.

Mr. Walter Morrison, M. P., has sent £1,000 for the aid of the Natal volunteers.

The Eastern Cable company has sent a notification that the cable from Delago Bay and Mozambique is interrupted and all messages must travel by the west coast.

East Coast Cable Disabled.

NEW YORK, Oct. 31.—The French Telegraph Cable Company this morning sent out the following notice: "The Eastern Cable Company notifies us that the Lourenzo Marquez and Mozambique cable broke down early this morning, cutting off communication with South Africa by the east coast route. In the meantime traffic is circulating by the west coast route, which is working well."

Searles Acquires Duluth Iron Plants.

DULUTH, Minn., Oct. 31.—A deal has been closed by which John E. Searles, president of the American Cotton Company, secures three iron manufacturing plants in Duluth, which he will put in operation as soon as necessary changes can be made. The plants are the Ironton structural steel mill, the West Duluth car works and the West Superior steel mills. The price, with the amounts that will be expended to bring the plants completely up to date, exceeds $2,000,000, and about 500 men will be added to the working population of Duluth.

FUNERAL OF COMMODORE PERKINS.

Delegations Present from Loyal Legion and Naval Veterans.

BOSTON, Oct. 31.—The funeral of the late Commodore George Hamilton Perkins, U. S. N., took place from the Arlington Street Church here this afternoon. The church was crowded with friends and relatives of the deceased, and among them were delegations of the Military Order of the Loyal Legion and the Order of Naval Veterans, who occupied seats in the centre aisles of the church. The ceremonies were conducted by the pastor, Rev. John Cuckson.

Among the pall bearers were Rear Admiral Luce, Rear Admiral Belknap, General J. C. Palfrey, General Stephen M. Weld, Colonel Schuyler Crosby of Washington and William Bliss of this city.

ONLY ONE ESCAPED.

Party of French Sharpshooters in Africa Exterminated.

PARIS, Oct. 31.—The minister of the colonies, M. Decrais, has received an official despatch, confirming the report that a French detachment of 30 Senegalese sharpshooters, commanded by three French officers, has been completely exterminated near Lake Chad by the famous African potentate Ribah. One wounded Senegalese escaped to the nearest French post with the news.

AT LEAST THREE DEAD.

Several Persons Burned or Suffocated in a Montreal Hotel.

MONTREAL, Oct. 31.—The Webster House, on the corner of St. James and Cathedral streets, was burned this morning. Several persons are supposed to have been burned or suffocated, and three bodies have been recovered. The following is a list of dead, so far as ascertained:

James Wilson, deputy sheriff, Sherbrooke, Quebec.

T. J. Benhow, care taker drill shed, Ottawa. He had been to Quebec to see his son, who is with the Canadian contingent for the Transvaal. He jumped from a second-story window.

Jane Gaffney, scrub woman, suffocated.

Colonel J. K. Oswald, retired military officer, who boarded at the hotel, is in a dying condition at Notre Dame hospital. Several other guests were slightly scorched.

The fire started in a recess under the stairs near the drying room, and quickly spread by means of the stairs to every part of the house. It was discovered at 5 o'clock and much time was lost by the fire brigade mistaking the Webster House for the Western House, which is in another part of the city.

STUDENTS ALL ESCAPED.

Building of the Hackettstown Methodist Seminary Destroyed.

HACKETTSTOWN, N. J., Oct. 31.—The Hackettstown Seminary building, owned by the Newark Conference of the Methodist Episcopal Church, was completely destroyed by fire early this morning, entailing a loss of about $300,000, on which there is only about $150,000 insurance. The structure was of brick, 250 feet long, 100 feet in width and six stories high. It was located in the outskirts of the town. Two hundred students, half of them female, occupied rooms in the building. All escaped uninjured, but not more than a quarter of them were able to save their clothing and other belongings.

The janitor, who had returned to the basement of the seminary about 12:30 o'clock this morning from a tour of inspection that occupied nearly an hour of his time, found the lower portion of the structure filled with smoke. When he reached the boiler room he discovered it to be in flames. An alarm was sounded and the work of getting the inmates out was commenced. The firemen succeeded in saving the two gymnasium buildings located near the main structure.

VAGARIES OF BANKING IN LITTLE ITALY.

Mulberry street is one of the busiest thoroughfares of the metropolis. It is the Broadway, Fifth avenue and Bowery of "Little Italy" all in one. There people may be born, live their allotted life and die without once stepping a rod outside the metes and bounds of their native district. It is the most isolated quarter of New York. The people there are clannish to a remarkable degree. For the outside world they have as little use as have the exclusive Chinese, their southwestern neighbors.

When Italians come over here it is very often under the auspices of some padrone, who avoids the contract labor law by exercise of ingenuity. From the time they arrive till the hour of their departure, with their red handkerchiefs tied round their earnings, they belong to the padrone. The padrone hires them at $1 a day, guarantees them food and lodging, such as it is, and himself sub-lets them out, making from 10 to 90 cents on every man. One padrone has no less than 4,000 of these men in the country every summer. He owns blocks of houses in the upper districts of New York. He was once a seller of stale beer. He is now a banker.

To be a "banker" in "Little Italy" means that if you are a successful shoemaker or manufacturer of macaroni you can clean a window and place therein some postage stamps, to be had at the general postoffice for cash, as no one in Italy sells postage stamps unless he is a regular employe of the government, and none but the most responsible men are allowed to sell postage stamps. This appears to mean in the ignorant mind that the "banker" is a government official.

The next thing the banker does is to hang out a sign, "Braccianti?" which means workmen wanted, anywhere from 50 to 500. "Braccianti" go to contract work in droves. The last and most important of all is for him to seek out all those who have come from his own or neighboring provinces in Italy, for not only is the Italian a brother to the other Italian, but particularly so to the man from the very same soil. He is perhaps known in Italy as the son of a very reputable family, and that insures confidence and instant custom. Out goes a sign "Cambia Volute"—money changed here—and later deposits are received. The banker now begins to neglect his shoe shop or his spaghetti factory. He is a full fledged banker, and makes application for membership to one or more of the Italian societies of the quarter. He then becomes a social factor.

If he is scrupulous and honest, he will succeed and become a financial personage in the district. If he is inclined to be tricky, the ways of being many kinds of a scoundrel here beat all the other parts of New York. For instance, he may promise to pay five per cent a month on all deposits. He may actually do so for a few months—out of the principal deposited.

The ignorant depositors know nothing about money in America. They look upon this country as an Eldorado for those on the inside of financial circles and a place where hard money can be had for hard work. When a countryman "banker" affirms that he has advisers in Wall street, which fact enables him to turn money over at a profit every day of the week, the wage earner believes it and leaves his money there, or sends it to him weekly in case he goes with other "braccianti" to the country for work on the railroads, in the quarries or the highways.

When the laborer returns he finds his money gone and his friend and countryman, the banker, as well. With 10,000 others the victim storms and weeps and quashes his teeth about the "bank's" closed and barred doors, before which calmly sits a detective in a short blue coat and an "I told you so" smile on his face. Among the miserable are many of other nationalities, a few Russians, perhaps, and a sprinkling of Chinese. There are many women among them, and they are the least self-contained. It is plain to the observer that were the banker to appear he would be torn to pieces.

There is settlement on a small percentage basis, and the laborer goes to another of his countrymen bankers, with whom he makes a deal whereby he is to get free passage to Italy. There he will spend the winter, and on returning, at the banker's expense also—will do all business the following year through that institution. That is, he will hire himself for the summer season through his new banker, and send the latter his earnings as fast as he receives them. The second banker may be as deep a rascal as the other, or he may be an honest man. There are some banks in the Italian quarter that are as solid as any national bank in the country, and whose owners are men of absolutely unimpeachable integrity.

Stove Lining Cement.

A substitute for stove bricks, to be used in making and repairing linings in coal stoves, furnaces and ranges.

10 lb. package for 25c.

FULL DIRECTIONS ON EVERY PACKAGE.

WALSH BROTHERS,
222 Thames Street.



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That twenty years as an optician is any advantage to you?

I OFFER YOU THE BENEFITS DERIVED FROM THESE YEARS OF EXPERIENCE IN FITTING GLASSES, BY GIVING YOU

Conscientious Advice Free, Scientifically Examining Your Eyes, Perfect Fitting and Reserving Glasses at Reasonable Prices.

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Spice-cured Corn Beef
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Savoy Cabbage
—AT—
H. F. ROONEY'S,
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DRINK
Pure Distilled Water.

This is distilled in its purest form at our laboratory. The water flowing from our artesian well through 150 feet of rock is entirely free from organic matter. It is quickly evaporated under a high pressure of steam, condensed in pure block tin condensers and immediately run into 5-gallon glass receivers and sealed. At no time does this water come in contact with the air. All our mineral waters are made from

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SIPHONS OF CARBONIC VICHY, LITHIA, SELTZER, ETC., $1.50 PER DOZEN.

CASWELL, MASSEY & CO.,
212 Thames Street. 6 Casino Building.

Gents' Underwear

Heavy Camel's Hair Shirts and Drawers, 45c. per garment.

Heavy White Merino Shirts and Drawers, 50c. value, at 38c. per garment.

Heavy Wool Fleeced Underwear, 60c. value, at 45c. per garment.

All-Wool Double-Breasted Shirts, $1.25 goods, at $1 each.

Ladies' Underwear.

Heavy Fleeced-Lined Vests and Pants at 25c. each.

Heavy Merino Vests and Pants, 50c. value, at 38c. per garment.

Children's Underwear.

ALL SIZES AND QUALITIES.

Levy's,
76 BROADWAY

AMUSEMENTS, LECTURES, ETC.

OPERA HOUSE.
Tuesday, October 31.

Messrs. Brady and Ziegfeld
PRESENT THE
FAMOUS, FURIOUSLY FUNNY, FRISKY FRENCH FARCE,
"MLLE. FIFI."

As produced for nearly 300 nights at the Manhattan Theatre, New York, and 50 nights at the Park Theatre, Boston. Presented here by the Original Star Cast, headed by

AUBREY BOUCICAULT, MARIE WAINWRIGHT.

Prices, 25c., 50c., 75c., $1 and $1.50. Sale opens Monday, Oct. 30.

OPERA HOUSE.
Thursday Eve'g, Nov. 2.

Fourth Big Year of Continuous Success!

DENMAN THOMPSON AND GEO. W. RYER'S
BEAUTIFUL PLAY,

The Sunshine of Paradise Alley,

Written for the People who Enjoyed
THE OLD HOMESTEAD.

An ideal cast, including the old favorites, MRS. CHARLES PETERS, PHILA MAY, MAY THOMPSON, JOHN WALSH, W. J. SULLY, DONALD HAROLD AND THE VERDI LADIES' QUARTET.

Spalding's Football Goods!

Rugby and Association Footballs from $1 to $5.
Football Jackets for 40c., 50c., 60c., 75c., 90c. and $1.
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Morrill's Nose Mask.
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from miniature to life size finished in a variety of styles. Copying, Interior or Exterior Views of any kind. Sittings by appointment.
"REMBRANDT" STUDIO,
203 Thames Street.
Telephone 121-2.

Christmas Kittens
Orders are already being taken at THE OASIS KENNELS, reserving Persian and Angora Kittens for Christmas sales. Choice should be made early to secure kittens being held.
27 RHODE ISLAND AVENUE.

THE ALLEN.
Restaurant and Oyster House.
MEALS AT ALL HOURS.
139 Thames Street.
D. B. ALLEN. J. T. ALLEN.

TAYLOR, CARR & ANDREWS,
176 DEVONSHIRE ST., BOSTON.
Engineers and Contractors for Concrete Masonry.
ARTIFICIAL STONE,
Tar Concrete and Asphalt Walks and Drives, Stable Floors, Water Tight Cellars.
Wm. Shepley, Newport Agt.,
OAK STREET.

Horse Blankets.
The largest stock ever offered in Newport, consisting of Burlap, Felt and All-Wool, in Stable and Street Blankets, at the lowest market prices.

LAP ROBES
In Plush, Wolf and Cow Skin.

Storm Covers, Wagon Boots
—AND—
Tarpaulins.
Also a large assortment of single, double, light and heavy
HARNESSES.
The Geo. A. Weaver Co.,
19, 21 & 23 BROADWAY.

N. B.—OUR STORE WILL CLOSE AT 6 P. M. ON TUESDAY, WEDNESDAY AND THURSDAY UNTIL FURTHER NOTICE.

HAWAIIANS DISTURBED.

Customs of the Islands Under Control of the War Department.

PORT TOWNSEND, Washn., Oct. 31.—According to advices brought from Honolulu by steamship Elihu Thomson, residents of the Hawaiian islands are in a great state of excitement over the receipt of a letter from Assistant Secretary of the Treasury Frank Vanderlip, stating that the customs department of the Hawaiian islands is under control of the War Department. The letter was in reply to an application for a position in the customs service by a resident of Honolulu.

It is claimed that this is the first intimation the authorities on the island have received that the customs department has been transferred to the military, and when shown the letter Harold M. Sewall, special agent of the United States government, and the other government representatives expressed a belief that the Secretary had gotten the Hawaiian islands confused with Porto Rico, Cuba and other conquered territory.

Major Mills, in command of two battalions of the Sixth artillery stationed at Honolulu, disclaims any knowledge of the new regime. In relation to the above, a rumor is in circulation in Honolulu that the present officers of the local government are to be removed by President McKinley and new appointments made immediately, but both President Dole and Special Agent Sewall deny any knowledge of a contemplated change.

James Anderson King, minister of the interior of the Hawaiian islands, died of apoplexy October 16. He was a native of Scotland, was 67 years old and was well known on the Pacific coast, having been the master of vessels coasting in early days as far north as Alaska. With the overthrow of the monarchy he became minister of the interior.

Transport Zealandia sailed for Manila October 14, the Valentia October 17, the Sikh and Rio Janeiro October 18.

The Hawaiian islands are having trouble relative to the influx of Chinese, many of whom are seeking admittance to the United States via Honolulu. During the past month 24 Chinamen have arrived on the Toyio Maru and were rejected. All had affidavits setting forth their right to land.

Honolulu is on the eve of a coal famine, caused by the large number of transports calling here, which have made serious inroads on the supply of army coal. Colonel Rublee has been compelled to borrow 2,000 tons from the navy to supply the last transports sailing for Manila. The navy coal is nearly exhausted, and the commercial supply is so depleted that if some of the expected coal fleet do not arrive within a short time sugar mills and other factories will have to close. Several vessels with coal are daily expected.

BUILT BY CONVICT LABOR.

New Administration Building at Sing Sing Burned.

NEW YORK, Oct. 31.—The new administration building of the Sing Sing prison, built by convict labor under Warden Sage, and considered to be one of the handsomest structures of the kind in the country, was half destroyed by fire before dawn today. The loss is about $50,000; uninsured. The fire started at 2:30 a. m. in the bakery and kitchen. The bakery is close to the administration building, a brick structure 600 feet long and four stories high.

The first floor is used as a mess room, the second principally for a Protestant and Roman Catholic chapel, and the top floor was the prison hospital. Twenty-eight patients were in the hospital when the fire broke out. They were all quickly moved without disorder to the old hospital building and temporarily provided for there.

The fire obtained headway in the administration building before the fire apparatus of Sing Sing and near-by towns could be brought into action, and was only brought under control after a hard four hours' fight. The roof of the administration building fell in. The cause of the fire is unexplained.

AROUND RHODE ISLAND.

The vacancy in the rectorship of St. Philip's Episcopal Church, Crompton, is not to be a long one. Rev. Forest H. Bent of Montgomery, Vt., who has supplied the pulpit since Rev. L. M. Harvey removed to Pomfret, Conn., has accepted a call to Crompton, and will assume his new duties about the first of December. The new rector is a native of Canada. After graduating from McGill University and the diocesan seminary he was given deacon's orders at Montpelier, Vt., in 1892, and ordained later to the priesthood by Dr Hall, Bishop of Vermont. He is said to be a forceful and eloquent speaker.

Rhode Island is to give recognition to the marksmen and sharpshooters of the militia, who through the Spanish war of 1898 were deprived of the opportunity for rifle practice at the state range. The chain of yearly bars in which the marksman take pride is not to be broken, for the state will give to each man a bar for 1898, varying in design according to his service. To the militiamen who volunteered will be given a bar with the date 1898 and the letters U S V on it, and to those who remained at home a bar of the usual style with the year upon it. The men will be classed as they were at the end of the shooting of the season of 1897, and only marksmen or sharpshooters of record in the preceding season will receive bars for 1898.

Last July Mr. and Mrs. George W. Humphrey of Lakewood received the guests who attended the golden wedding of Detective and Mrs. Swan in Providence, having been attendants at the wedding 50 years before. Last night Detective and Mrs. Swan received for Mr. and Mrs. Humphrey, who celebrated the half-century anniversary of their own marriage. The anniversary occurred Sunday night, but its celebration was deferred until Monday.

Nathan H. Truman, who was nominated by the Democrats for alderman from the Eighth ward in Providence, has declined the nomination, although he still remains a candidate for the position on the Independent ticket. Mr. Truman in his letter to the Democrats says: "I feel that I ought not to run on the Democratic ticket, as I do not consider that I am a member of the Democratic party. Accordingly I have filed my declination with the city clerk. While I did not believe in drawing party lines in city affairs and should not object to the office if fairly elected to it by the voters of the ward, yet I do not wish them to vote for me under a mistaken idea as to my party affiliations."

A Card.

I, the undersigned, do hereby agree to refund the money on a 50 cent bottle of Greene's Warranted Syrup of Tar If it fails to cure your cough or cold. I also guarantee a 25-cent bottle to prove satisfactory, or money refunded.

EMIL S. BLUMENKRANZ.

TIVERTON TOWN MEETING CALLED.

A call has been issued in Tiverton for a special town meeting to take action on the proposition of the Bourne Mill, whose directors have intimated that if the corporation were exempted from taxes for 10 years a new factory might be erected. The meeting will be held November 11 at 2 p. m. As nearly as can be ascertained, Tiverton people are divided on the question, as they were when the chemical works considered the advisability of moving in.

Some argue that Tiverton is not benefited by the present factory, as the operatives live in Fall River and do not spend much of their money in Rhode Island, while others urge that every possible inducement should be held out to attract capital. A number of the residents are of the opinion that the mill will be located in Tiverton, taxes or no taxes.

LOCAL BRIEFS.

—Mr. R. H. Swinburne is in town.

—Lighthouse steamer Mistletoe is in the harbor.

—Mr. and Mrs. John Nicholas Brown are in New York.

—Mrs. Cornelius Vanderbilt returned from New York last night.

—Mrs. Vanderbilt Allen and her daughter have returned from Europe.

—Mr. and Mrs. Amos T. French have gone to New York for the winter.

—Mr. and Mrs. William Starr Miller sailed for Europe on the Kaiser Friedrich yesterday.

—Mr. and Mrs. A. J. Drexel are passengers on the Oceanic, which sailed from Liverpool yesterday.

—The farewell reception to Rev. G. W. Cutter will take place at the Channing parlors this evening.

—Mr. Dwight Townsend, father of Mr. James B. Townsend, died suddenly in New York Sunday night.

—Mrs. E. C. Perkins went to Boston today to attend the funeral of Commodore G. H. Perkins, U. S. N.

—Mr. William Woodward, Jr., Mr. R. L. Gerry and Mr. Potter Palmer, Jr., arrived from New York last night.

—The Volunteer football team is arranging for a social to be held in Odd Fellows' hall Monday evening, November 6.

—The board of aldermen will meet tomorrow morning at 10 o'clock to make a final canvass of the voting lists for the municipal election.

—Secretary Crowley acknowledges a subscription of $100 from Mrs. Seth B. Stitt for the police relief fund, making a total of $1,050 received this year.

—Mr. and Mrs. Walter J. Langley (formerly Miss Booth) have returned from their wedding trip and are at their home on the corner of Spring and Holland streets.

—Mrs. Johnson and family, Mr. T. F. Cushing and Miss Cushing, Mrs. L. Q. Jones and family and Mr. A. C. Dulles and family went to New York this morning.

—Mrs. Mary Lowe Dickinson, editor of the Silver Cross, will be one of the speakers at the annual meeting of the King's Daughters at the First Baptist Church next Thursday.

—A number of members of Washington Commandery are attending the annual conclave of the Grand Commandery of Massachusetts and Rhode Island, Knights Templar, in Boston today.

—In the district court this morning there were only three entries on the criminal docket. One was continued, and the other two were withdrawn, and in consequence the court had nothing to do.

—Soon after leaving Newport, about 10 days ago, Mr. Harry Savage was taken ill with typhoid fever and was taken by his father, Mr. L. G. Savage, to the Newton Hospital. He was quite comfortable yesterday.

—Mrs. Philip Simmons entertained the members of Whensoever Circle of King's Daughters last night. It was the regular meeting night of the circle, but was made a double event, being also in the nature of a reception in honor of Mrs. Simmons's recent marriage.

—City Messenger Westcott reports that it required six and a half hours of steady walking to notify the various persons selected as supervisors. Their place of residence seem to be distributed about town with great care and to cover nearly every section of the city. He thinks of securing an automobile for his second search after the residences of supervisors.

—Mr. Charles Kuhn, who died in Paris last Saturday, in his seventy-seventh year, was formerly a resident of Philadelphia and a summer resident of Newport. About 35 years ago he bought land and built the house on Old Beach road, now owned and occupied by Colonel E. M. Neill, and occupied it a number of summers. Ten years ago he took up his residence in Florence, Italy, and later moved to Nice and subsequently to Paris.

—In the show window of G. H. Carr's store in the News building there is on exhibition a clock in a frame representing a locomotive. Every half-hour the bell rings, the wheels revolve and a music box plays. The working of the clock was last night watched by a large gathering of spectators. It is a pretty piece of mechanism, the frame being cut with a scroll saw. It was made by J. G. Feller of the Seventh Artillery band, at Fort Adams.

—Some one, evidently with designs on the peace and quiet of Newport, has introduced to the rising generation a new style of whistle with a sliding trombone movement, and last night the small boy was out in force, making night somewhat hideous by the tootings from these whistles. Finally along came the Newport band, the entire gang of whistlers formed in front of the band, and accompanied it in its several selections, showing good skill in the manipulation of the whistles, but practically drowning out the music of the band in front.

MARCONI SYSTEM AT SEA.

Messages Transmitted Within a Radius of Twenty-One Miles.

NEW YORK, Oct. 20.—Over 20 miles of the Atlantic ocean, over house-tops, church spires and towering office buildings, the Marconi electrical ripples successfully carried and dropped messages between two moving warships today. The naval test at sea proved that within a radius of 21 miles messages can be transmitted by wireless telegraphy with all the accuracy and precision of an ordinary land line. It also proved that hills, high buildings, wires and wind currents do not break the force of the electrical waves.

Operations on board cruiser New York were conducted by Marconi himself. One of his assistants, named Bradfield, operated the instrument of the Massachusetts, while telegrapher Bowdin, another Marconi expert, was stationed in the lighthouse on the Highlands of Navesink.

Cruiser New York and battleship Massachusetts left their anchorage in the North river today and went out to sea for a test of wireless telegraphy by the Marconi system under federal supervision. The work was designed to compass interchange of messages between the Massachusetts, which went far out to sea, and the New York, and between the vessel and a shore base at Atlantic Highlands. By courtesy of Captain Chadwick, who is in command of the New York, with whom Admiral Farquhar is sailing, a representative of the Associated Press accompanied the expedition.

At nine minutes past 4 a message addressed to the Associated Press, New York, over the signature of its correspondent, was handed by the wireless telegraphy operator at Atlantic Highlands to the Postal Telegraph operator in the Highlands signal tower for transmission by land lines to the Associated Press offices, 195 Broadway. Delivery of this message was made by the Postal people from their offices at Murray street and Broadway at 30 minutes past 4 o'clock. The message read:

"On Board New York, at Sea, 3:30 P. M. "The Associated Press, New York:

"Massachusetts going out for long distance transmission. Marconi test: been working with Massachusetts successfully. Answer O. K."

The signature was imperfectly transmitted either through the air or on the land line. Error was made in two of the letters of the correspondent's name. The elapsed time from the dating time of the message to its receipt at destination was one hour. Of this time 29 minutes was consumed in the land transmission and delivery in New York, and possibly five minutes in delivery from the wireless base to the land operator in his signal tower. With the exception noted, there was no error of spelling in the message.

At 7 p. m. the New York was anchored off the Highlands, and the Massachusetts had gone off shore.

THE MAGAZINES.

The Forum for November contains a number of articles of wide interest. Puerto Rico, Spain, Finland, France, China and America being touched upon by articles representing each country. Hon. H. K. Carroll, special United States commissioner to Puerto Rico, is an authority on the affairs of that island, and in his article on "How Shall Puerto Rico be Governed?" all phases of the question are discussed. Hon. J. L. M. Curry, ex-minister to Spain, contributes a valuable article on "Spain, Living or Dying?" in which he contends that there is a prospect, under wiser counsels, of a new Spain. The prime mover of the Finnish agitation in Germany, Rudolf Encken, the distinguished professor of philosophy of Jena University, writes on "The Finnish Question," showing that in all European states, and even in Russia, among the more liberal circles, there is a pronounced sympathy in favor of Finland; and he believes that America will not be content to stand in the background. Jacob Schoenhof, in his article on "What the World Owes to France," has admirably succeeded in showing the world's indebtedness to that nation. "Civil Service by Special Training," by Hoffman Atkinson, sheds new light upon an important subject. Professor William P. Trent, of the University of the South, writes in entertaining style an article on "Mr. McCarthy's Reminiscences."

Frank Leslie's Popular Monthly for November contains Stephen Crane's new story, "West Pointer and Volunteer," which is perhaps the best thing he has done since "The Red Badge of Courage." Crane finds a sympathetic illustrator in Warren B. Davis, who contributes five highly spirited drawings. "Among the Boers" is the most interesting magazine article yet published upon this timely topic. Its copious illustrations include views in Johannesburg, and a full-length portrait, from life, of Oom Paul Kruger. Clifton Johnson, the well-known artist author, contributes a profusely illustrated article upon "The Old Folks at Home in New England," which is full of tender character study. "Coaching as a Sport," by Gilson Willets, carries some very "swagger" illustrations of this aristocratic and costly pastime, as practised in and about New York city. The marvelous story of the November meteors is told by H. P. Powell Rees, with the aid of illustrative diagrams by the author. Hon. Lyman J. Gage, Secretary of the Treasury, continues his review of the "Finances of Our Wars," including the civil war and the late Spanish-American conflict. The number also contains complete short stories by Katharine Tynan and Madge Morris, "Woman in Dramatic Art," by Adeline Stanhope-Wheatcroft, and "Old Virginia Breakfasts," by Mrs. Roger A. Pryor, together with illustrated poems and "Marginalia."

A GREAT OFFER.

The first five persons procuring the Endless Chain Starch Book from their grocery, will each obtain one large 10c. package of "Red Cross" starch, one large 10c. package of "Hubinger's Best" starch, two Shakespeare panels, printed in twelve beautiful colors, as natural as life, or one Twentieth Century Girl Calendar, the finest of its kind ever printed, all absolutely free. All others procuring the Endless Chain Starch Book will obtain from their grocer the above goods for 5c. "Red Cross" laundry starch is something entirely new, and is without doubt the greatest invention of the Twentieth Century. It has no equal, and surpasses all others. It has won for itself praise from all parts of the United States. It has superceded everything heretofore used, or known to science in the laundry art. It is made from wheat, rice and corn, and chemically prepared upon scientific principles by J. C. Hubinger, an expert in the laundry profession, who has had twenty-five years practical experience in fancy laundering, and who was the first successful and original inventor of all the grades of starch in the United States. Ask your grocers for this starch and obtain these beautiful Christmas presents free.

NOTICE.

CANVASS.

The Board of Aldermen of the City of Newport, will be in session as a Board of Canvassers at their Chamber in the City Hall, on

WEDNESDAY, NOVEMBER 1, 1899,

AT 10 O'CLOCK A. M.,

For the purpose of canvassing, correcting and completing the Ward lists of Voters in Newport, for the Ward Meetings to be holden on Tuesday the Seventh day of November, 1899.

Witness my hand,

WILLIAM G. STEVENS, City Clerk.

Established 1846.

GENUINE ITALIAN OLIVE OIL SOAP

(White and Green).

GRAPE NUTS.

PELEG BRYER.

5 & 27 Broadway. 9 & 11 Spring St.

SOFAS,

Hair Stuffed. LOUNGES,

If not material, Good Styles. COUCHES,

CHAIRS.

GEO. NASON, 28 Mill Street.

HAY, GRAIN, MEAL, ETC.

For the very best quality

—OF—

Hay, Straw,

Corn, Meal, Oats and Feed

GO TO

The Chas. E. Spooner Co.

Commercial Wharf. Telephone.

HAY, GRAIN AND STRAW

SALT, Etc.

G. Shanahan, Commercial Wharf

MILLINERY.

AUTUMN EXHIBITION

—OF—

Pattern Hats and Bonnets,

Wednesday and Thursday October 4 and 5.

M. E. Tobin, 45 & 48 Washington Square.

FALL AND WINTER OPENING

—OF—

Pattern Hats and Bonnets,

Thursday, Friday and Saturday, October 5, 6 and 7.

MOURNING GOODS A SPECIALTY.

G. H. KIRBY, - 86 Broadway.

Fall and Winter Opening

—OF—

FRENCH AND DOMESTIC PATTERN HATS AND BONNETS,

Thursday, Friday and Saturday, October 5, 6 and 7

N. L. MASON, - 18 BROADWAY.

Arctic Ice Co.

Wholesale and Retail Dealers in Natural and Artificial Ice.

THIS COMPANY IS PREPARED TO FURNISH ICE OF THE BEST QUALITY AND IN ANY QUANTITY DESIRED.

PROMPT ATTENTION AND DELIVERY BY EXPERIENCED DRIVERS. TELEPHONE CONNECTION.

Office, Commercial Wharf.

JOHN E. GREENE, Supt.

Second-hand Carriages for Sale.

FLUDDER BROTHERS, 15 Beach St.

NEWPORT

Riding Academy

Tew's Court, Newport, R. I.

Instruction in horsemanship daily, from 10 A. M. to 5 P. M.

Horses educated to saddle and all branches of high school.

Gentle horses for ladies and children, to hire at all hours.

Horses bought and sold on commission, and boarded by the week or month.

CHANDLER QUINTIN, Veterinarian, Prop'r.

Telephone 219-2

Winter Board for Horses.

Practicing veterinary in full charge of stable. 15 acre paddock perfectly smooth and no barbed wire. Stable ventilation perfect. For further particulars apply at BATEMAN'S.

TRAVELERS' DIRECTORY

New York, New Haven & Hartford Railroad.

EASTERN DISTRICT.

Time tables showing local and through train service between all sections may be obtained at all ticket offices of this company.

On and after Oct. 30, 1899, trains will leave Newport for Boston, Terminal Station, week days, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 6:00, 9:15 p. m. Return, 6:45, 8:42, 10:42 a. m.; 12:10, 2:15, 4:42, 30,00, 6:42 p. m. MIDDLETOWN AND PORTSMOUTH, 7:00, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, 9:15 p. m. PORTSMOUTH GROVE (flag stop), 7:00, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. BRISTOL FERRY, TIVERTON, FALL RIVER and TAUNTON, 7:00, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, 9:15 p. m. MIDDLEBORO, 8:20, 11:00 a. m.; 3:00, 5:00 p. m. HYANNIS, 11:00 a. m.; 7:00 p. m. PROVINCETOWN, 8:00 p. m. PLYMOUTH, 11:00 a. m.; 3:00 p. m. NEW BEDFORD, 8:20, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. FITCHBURG, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. FITCHBURG, and Stations on Northern Division, 8:20, 11:00 a. m.; 3:00 p. m. LOWELL, 11:00 a. m.; 3:00 p. m. COTTAGE CITY, 11:00 a. m. PROVIDENCE, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, p. m. Return, 7:30, 9:30, 11:30 a. m.; 1:30, 3:30, 4:30, 5:30, 6:30 p. m.

SUNDAYS for BOSTON, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 6:27, 8:15 a. m.; 12:15, 1:28 p. m. For PROVIDENCE, 7:00, 11:00 a. m. Return, 7:30, 9:30 a. m. 1:30, 6:30 p. m. For PORTSMOUTH GROVE, 7:00, 11:00 a. m.; 3:00, 5:00, 9:15 p. m. For MIDDLETOWN, PORTSMOUTH, BRISTOL FERRY, TIVERTON, FALL RIVER, SOMERSET, BRIGHTON, NORTH BRIGHTON, WEIR VILLAGE and TAUNTON, 7:00, 11:00 a. m.; 3:00, 5:00, 9:15 p. m. NEW BEDFORD, 7:00, 11:00 a. m.; 5:00 p. m.

a Boat from Fall River.
b Wharf Station.
A. C. KENDALL, Gen'l. Pass. Agent, Boston.
C. PETER CLARK, Gen'l. Supt., Boston.

For Block Island.

Steamer G. W. Danielson, Captain Dodge, will leave Commercial wharf daily, except Sunday, at 1:00 p. m. Returning, leave Block Island at 7 a. m., weather permitting.

Newport & Wickford Railroad and Steamboat Co

"The Wickford Route."

June 1, 1899.

LEAVE	A M	A M	P M	P M	P M	P M
Newport,	7:05	10:00	1:20	4:10	*7:35	*11:10
Providence, arr.,	8:50	11:50	3:18	5:55	9:04	....
Boston, arr.,	10:15	1:15	4:25	7:00	11:00	....
New York, arr.,	1:50	4:30	6:57	11:00	B	6:55
	P M	P M	P M	P M	P M	A M
LEAVE	Night	A M	A M	A M	P M	P M
New York,	*12:03	....	5:00	10:02	1:02	5:00
Boston,	12:03	6:45	10:03	1:02	3:25	7:02
Providence,	1:23	8:07	11:13	2:37	4:10	8:17
Newport, arr.,	6:35	9:40	1:00	4:00	6:40	10:30
	A M	A M	P M	P M	P M	P M

*Daily.

B Washington Express due Harlem River Station, N. Y., 2:15 A. M.; Philadelphia, 6:40 A. M.; Baltimore, 9:37 A. M.; Washington, 10:45 A. M.

aThrough train between Wickford Junction Philadelphia, Baltimore and Washington without change.

For tickets and drawing room chairs apply or steamer, General, Commercial wharf, or at the Transfer Co.'s office, 3d Bellevue avenue.

G. G. COFFIN, Agent, Newport.

The Muenchinger-King and Hill Top Cottages.

NEWPORT, R. I.

Families or private parties, transient or permanent, accommodated at the above cottages, opposite Newport Reading Room.

BELLEVUE AVENUE.

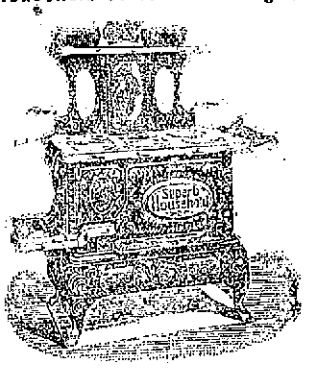
WINTER BOARD.

A few rooms now vacant at Nelson Cottage. Sanitary plumbing, hot water heat, house comfortable and pleasant.

GEO. NASON, 28 Mill Street.

HOUSEFURNISHING GOODS.

Household Stoves and Ranges



Are the hand-somest, best working, and most durable. Ranges from $12 to $45. A large and excellent line of heaters, from $2.50 to $25. Also a very good assortment of second-hand stoves, from $2 to $12.

Dinner sets from $7.50 to $12, and a full line of house-furnishing goods generally.

JAMES F. MARDEN,

3 Cottrell Block, 338 Thames Street.

FURNITURE, CROCKERY, PICTURES AND BRIC-A-BRAC

Packed and Shipped

To all parts of the world

—BY—

J. W. HORTON & CO.

42 CHURCH STREET.

Furniture Dealers, Manufacturers and Upholsterers.

J. W. HORTON, F. A. WARD.

FURNITURE STORED.

TRUNKS!

Henry Biesel & Sons,

SADDLE, HARNESS and TRUNK MAKERS.

REPAIRING.

256 and 258 Thames Street.

TELEPHONE.

TOWN OF TIVERTON, R. I.

Notice of Application for Transfer of Liquor License.

The following named person having made application for transfer of his liquor license, under the provisions of Chapter 122 of the General Laws of Rhode Island:

HENRY LOCKINGER, from corner Clement and Walnut streets to east corner Clement street and State avenue.

The Town Council will be in session at the Town Hall, Monday, Nov. 6, 1899, at 11 o'clock A. M., when opportunity will be given for remonstrances to be heard before acting upon said application.

A. LINCOLN HAMBLY, Town Clerk.

TRAVELERS' DIRECTORY

OFFICIAL TIME TABLE.

NEWPORT & FALL RIVER STREET RAILWAY COMPANY.

IN EFFECT SEPT. 27, 1899.

Leave Fall River for Newport—*4:C:15, **3:45, 7:45, 8:15, 9:15, 10:45, 11:45 a. m.; 12:45, 1:15, 1:15, 2:15, 2:45, 3:15, 3:45, 4:15, 4:15, 5:15, 5:45, *6:15, 6:45, 7:15, 8:15, *9:45, *10:45 p. m.

Leave Newport for Fall River—**7:15, 8:15, 9:15, 10:15 a. m.; 12:15, 1:15, 1:45, 2:15, 2:15, 3:15, 3:45, 4:15, 4:45, 5:15, *5:45, 6:15, *6:15, 7:15, 8:15, 9:15, *11:45 p. m.

*To Portsmouth car house only.

**Not run Sunday.

Running time between City Hall, Fall River, and Newport, 50 minutes.

Last car for Fall River leaves Newport (Bull street) at 9:15 P. M.

Last car for Newport leaves Fall River at 8:45 P. M.

Last car for Portsmouth car house leaves Fall River at 10:15 P. M.

Last car for Portsmouth car house leaves Newport at 10:15 P. M.

More frequent trips will be run Saturdays, Sundays and holidays when pleasant.

Subject to delays, changes and corrections without notice.

Offices at Portsmouth, R. I., is connected with long distance telephone. Special cars may be had upon application at the office of this company or at the office of the Globe Street Railway Co., at Fall River.

R. S. GOFF, General Manager.

R. H. FILLMORE, Jr., Superintendent.

FALL RIVER LINE.

For New York, the South and West

Steamers PRISCILLA and PURITAN in commission. A fine orchestra on each

Leave Newport week days only at 9:15 P. M. Due New York 7:00 A. M.

Returning from New York steamers leave Pier 29, N. R., foot of Warren street, week days and Sundays at 5:00 P. M.

Eastward steamers touch at Newport, remaining here until 3:15 A. M. before proceeding to Fall River.

For tickets and staterooms apply at New York & Boston Despatch Express Office, 272 Thames street, J. L. Greene, Ticket Agent.

J. H. JORDAN, Agent, Newport, R. I.

O. H. TAYLOR, General Passenger Agent, New York.

Providence, Fall River & Newport

STEAMBOAT CO.

On and after Sept. 18, LEAVE NEWPORT FOR

Providence

Week days, 8 a. m. Leave Providence, week days, 4 p. m.

Mondays and Saturdays only stop at Prudence each way. Stop at Conanicut Mondays only each way.

Excursion Tickets, only 80 cents.

B. BUFFUM, Supt. Transportation.

ARTHUR H. WATSON, President.

Jamestown & Newport Ferry Co.

FROM FOOT OF MARKET SQUARE, NEWPORT.

On and after October 5, 1899,

Steamer Conanicut or Beaver Tail

Will run as follows:

Leave Jamestown—6:15, 8:15, 10:00, (U. S. Mail); 11 a. m.; 12:30, 2:00, 3:30, 5:00, (U. S. Mail); 6:00 p. m.

Leave Newport—6:45, 9:30, 10:30, (U. S. Mail); 12:00 n. m.; 1:30, 2:30, 4:30, (U. S. Mail); 5:30, 6:30 p. m.

SUNDAYS.

Leave Jamestown—9 a. m.; 12:30, 1 p. m.

Leave Newport—9:30 a. m.; 1:00, 4:30 p. m.

Subject to change without notice.

OCEAN STEAMSHIPS.

Boston & Philadelphia Steamship Co.,

—FROM—

Fall River to Philadelphia Direct,

Every Wednesday and Saturday,

At 6 P. M., connecting at Philadelphia with all rail and water lines to the south and west. Close connections made with all points on the N. Y., N. H. & H. Railroad.

Quick Despatch. Prompt Delivery.

Mark goods WINSOR LINE.

For rates and other information apply to J. H. JORDAN, Agent N. Y., N. H. & H. R. R. or to H. J. Jernegan, Agent, Durfee Wharf, Fall River.

E. B. SAMPSON, Gen'l. Manager, Boston, Mass.

JOHN S. LANGLEY,

Funeral Director

—AND—

EMBALMER.

Fredrick E. Langley,

ASSISTANT.

Office 16 Franklin St. Telephone at office and residence.

Residence 1 School St.

LEONARD'S

Newport Steam Laundry

Are Carpet Beating Works,

J. D. RICHARDSON, Agent, 300 Thames street.

Orders may also be left at Peckham & Manchester's, 28 Broadway. Telephone Connection.

WEDDING

Presents in sterling and plate,

—AT—

PRAY'S, 96 SPRING STREET.

Wm. O. Glazier Successor.



ONLY $2.75

SEND NO MONEY. Cut this ad. out, and send to us, stating your weight and height, also number of inches around body at bust and waist, and we will send this BEAUTIFUL FUR TRIMMED BEAVER CLOTH CAPE to you by express, C.O.D., subject to examination. You can examine and try it on at your nearest express office, and if found perfectly satisfactory, exactly as represented and the most wonderful value you ever saw or heard of, pay the express agent our special offer price $2.75, and express charges. (Our rates charged will average 50 to 60 cents for each 1,000 miles.) THIS CAPE IS LATEST STYLE FOR FALL and WINTER, made from an extra fine and heavy all wool black or blue genuine Clarion Beaver cloth, 27 inches long, very full sweep, 15-inch upper cape, extra full. Upper cape and large storm collar, beautifully trimmed with black Baltic seal fur, under cape trimmed with three rows and collar with two rows of fine mohair braid; cloth button ornaments. This cape is fine tailor made throughout and equal to capes that sell at more than double the price. Write for free Cloak Catalogue.

SEARS, ROEBUCK & CO., CHICAGO

(Sears, Roebuck & Co. are thoroughly reliable.)

GROCERIES.

HAM ROLL

—OR—

BonedHam

Have you tried this delicious piece of meat?

It's just the nicest thing you ever saw for boiling or frying. It's sugar cured, it's just right for salt, there's no bone to interfere with slicing. People that buy one come back for more; you will do the same. Since we introduced it here about three weeks ago our sales have reached nearly one ton, and are increasing every day. Try it.

12c. a pound.

—AT—

The Boston Grocery,

Smith's Building, 72 Broadway.

O. F. WILCOX, PROP'R.

New Sweet Cider.

CHOICE QUALITY.

Peckham & Manchester,

BROADWAY.

At D. E. YOUNG'S.

Colonel's Best Flour, $4.50 per bbl.
Colonel's Best Flour, 55c. per bag.
This is the finest grade of flour sold in the city.
Granulated Sugar, 19 lbs. for $1.
My regular 30c. Java and Mocha Coffee, 20c. for this sale.
My regular 50c. Tea, 35c. for this sale.
Welcome Soap, 25 bars for $1.
Eagle Condensed Milk, 15c. per can.
Carter's Little Liver Pills, 2 for 25c.
Allcock's Plasters, 2 for 25c.

D. E. Young, 130 Thames St.

ESTABLISHED 1814.

Sole Agents for Newport

—FOR—

P. E. Sharpless Phila. Butter

(The finest table butter.)

AND FOR

RICH'S FRUIT CAKE.

Liberal discount to the trade.

TRY MY

B. & M. COFFEE at 32c. a lb.

It pleases all.

C. SHERMAN & CO.,
243 & 245 Thames Street.
Telephone 351-2.

AT PHIL. STEVENS'S,

48 & 50 Thames Street.

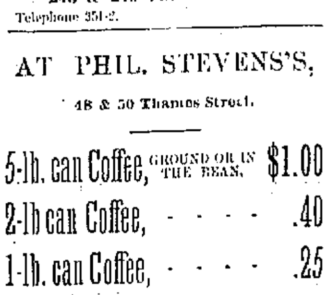
5-lb. can Coffee, GROUND OR IN THE BEAN, $1.00
2-lb can Coffee, - - - - .40
1-lb. can Coffee, - - - - .25

These coffees are guaranteed.

PURE GOLD FLOUR,

The Best on the Market.

☞ All checks given at this store cashed at the Bijou, 39 Thames street.



CASH STAMPS

We make a saving for you when paying cash for your purchases! Ask for them. Two hundred and fifty are worth one dollar at any of our banks. CASH STAMP CO., BUTLER EXCHANGE, Prov.

Path Gravel.

Blue Crushed Stone Path Gravel. There is none better, none handsomer, none that will wear better, and only one place you can get it. Address Peckham Bros., Middletown, R. I.

THE THREATENED TOWNS.

Facts Regarding Mafeking, Kimberley and the Northern Natal Cities.

A correspondent who has visited all the threatened towns on the frontier between the British possessions and the Boer states writes to the London Standard as follows:

"Although the Boers have talked loudly of marching through Natal to Durban, and through the Cape to Cape Town, it is hardly likely that they will try seriously to reach the sea at either port, or to detach any large body of their forces, as these might possibly be intercepted and prevented from returning to the Transvaal. They are perfectly well aware that the Transvaal and Free State, which, for the time being, may be treated as one country, are vulnerable not on one side only, but many. The Drakensberg, with its continuous ranges into Cape Colony, is a mountain barrier from which our country slopes away, while theirs is at a much greater altitude than ours, but in the mountains are several passes, even on the Natal side.

"On the Cape side, lying south, southwest and west of the Boers, roads enter their country from various bridges over the Orange and Vaal rivers; and even without crossing a river, while railways also enter over Bethulie bridge (from East London), over Norval's point (from Port Elizabeth), and run alongside of the Boer border from Orange river station northward for hundreds of miles, through the towns of Kimberley, Vryburg, Mafeking, Ramoutsa, Pelachwe and Macloutsie, to Rhodesia. Thus, leaving aside the Natal and Basutoland frontier, where mountain passes have to be negotiated, we find the Orange Free State entered by roads from Aliwal North, Colesberg, Modder river, Kimberley and Windsorton; and then we have the Transvaal frontier, penetrated by roads from Fourteen Streams, Tigerkloof (a practicable route, though no road), Mafeking, Pitsani Pothlugo (Jameson's route), and Palla. For a long distance above and below Palla, in the Chief Khama's country and neighborhood, the Boer frontier is formed by the Limpopo, or Crocodile, river, and its affluent, the Marico river, both of which at this time of year, until at any rate the rains come down their courses, are streams in many places not wider than the upper Thames. Following the frontier round to the north, we come to Rhodes's Drift, where the Tuli road enters the republic from Rhodesia, and farther east are other roads and passes, until we reach the Portuguese country, where, as every one knows, the great gate is Komati Poort, at which point the railway enters from Delagoa bay, only some 50 miles distant. There is also a road from Natal by Ulundi, in Zululand, into the Transvaal, and possibly yet another from Kosi bay through Swaziland.

"With all these avenues to guard, what the Boers will probably do is to make a number of raids as quickly as possible, having for their chief objects: First, to cut off some of our troops and win a 'first' victory or two; second, to destroy the railways wherever possible, to prevent our troops passing along the western border to some vulnerable point; third, to inflict as much damage as they can upon any property with which the hated name of Mr. Rhodes is associated, whether it be the Cape to Cairo trunk line, the Trans-continental Telegraph, the De Beers diamond mines at Kimberley, the Consolidated Gold Fields mines at Witwatersrand, or even some of the towns and public works in Rhodesia. The towns likely to figure prominently in the telegrams in the early operations are probably Mafeking, Vryburg, Kimberley, Colesberg, De Aar, Burghersdorp and Aliwal North, on the west and south frontiers of the republic; Charlestown, Newcastle and Ladysmith, in Natal, and possibly Tuli, in the north. Between Mafeking and Rhodes' Drift there are, as has been said, various 'drifts,' or places where the frontier rivers may be crossed and the Trunk railway reached, but in that quarter both British troops and natives may be encountered. We have camps at Ramathlabama, Gaberone's, Pitsani, Elebe and Macloutsie, while Ramaontsa, Mochudi and Palachwe are large native towns. While there have been differences between ourselves and some of the smaller native chiefs, such as Linchwe, it may be said that of the two, Boer or Briton, the natives anywhere would choose the latter for master. Pelachwe is Khama's capital, a town of some 30,000 people, and it may be taken for granted that the Boers will let Khama and his Bechuanas severely alone."

"Mafeking is a smart little town on the Bechuanaland railway, about eight miles from the Transvaal border, 875 miles from Cape Town. It has a cricket ground and a race course, a 'Surrey Hotel' and others, English, Dutch and Wesleyan churches, and is the headquarters of the Bechuanaland border police. It is bound to be an important base of observation and supplies, and, the Barolong tribe being very friendly to us, their services will be readily available and very useful, although they are no fighters. From Mafeking carts run regularly in time of peace to the Malmani gold fields and the Marico valley, where some of the most fruitful Dutch farms are to be found. From this neighborhood Mafeking ordinarily draws considerable supplies, and even its water comes chiefly from the springs at Rooi Grond, in the Transvaal territory. Ramathlabama, where a British camp is situated, and Pitsani Pothlugo, whence Dr. Jameson started on his march over the flat 'zebra' country into the Transvaal, are points on the Bechuanaland railway a few miles to the north of Mafeking.

"Vryburg, about 100 miles south of Mafeking on the railway to Cape Town, was the capital of British Bechuanaland until that colony was incorporated with the Cape. The country around is undulating, but very bare and sandy, and Vryburg itself is by no means an attractive town, although when it was the northern terminus of the railway it did a considerable trade with wagons coming from the interior. It has 2,000 or 3,000 inhabitants, and a number of government buildings of an unpretentious character, including a hospital. Taungs, 40 miles south of Vryburg, on the railway, is an important native town, where Sir Charles Warren erected a fort at the time of his expedition, which made an end of the Boer filibuster republics Stellaland and Land of Goshen. Here resides the chief, Mankoroane, whose tribe is said to number 10,000. Fourteen Streams and Warrenton are points where the railway crosses the river Vaal. The Warrenton bridge, named after Sir Charles Warren, is 1,330 feet in length.

"Kimberley, 647 miles from Cape Town, and about 230 south of Mafeking, on the railway, is well known as the centre of the diamond industry, possessing the great mines known as Kimberley and De Beers, and being practically the controlling centre for the diamond industry of the whole world. At the last census its population was about 29,000, of whom rather less than one half were whites. It has a number of hotels, as well as a hospital and a sanatorium, a public library containing one of the best collections of books in South Africa, a club, a Masonic temple, a park with cricket and football fields, Anglican, Wesleyan, Presbyterian and Roman Catholic churches, trams, cabs and a couple of daily newspapers. A short distance away is Beaconsfield, practically a suburb, with a population of 10,000, half whites, around the mines of Du Toit's Pan and Bultfontein. At Kimberley the diamond mines and De Beers offices would offer an irresistible temptation to the Boers, but, notwithstanding the action of the Cape government in recalling the civil servants in the volunteer force there, Kimberley will doubtless prove a hard nut for the Boers to crack. Its defenders are North Lancashires, volunteers and engineers—about 2,500 in all—with guns and Maxims, and the debris heaps and trenches connected with the mines afford fortifications ready made.

"Modder River, Hope Town and Orange River are small places on the railway between Kimberley and the junction of the lines which run south to Cape Town and Port Elizabeth respectively, De Aar being the name of the important station at the apex of the triangle, just over 500 miles from Cape Town. As De Aar is a spot touched by the trains running north to Kimberley, and northeast to Bloemfontein, the Orange Free State, and the Transvaal, it is extremely likely that the Free State Boers will do their worst to wreck the railways in that quarter. In the same vicinity are Colesberg and Burghersdorp, towns in the Cape Colony near the Orange river and on the railways that approach the Boer republics from Port Elizabeth and East London respectively. Colesberg, famous as the birthplace of President Kruger, is a town of some 2,000 inhabitants, and has two bridges. Burghersdorp is a rather smaller town, but with English, Roman Catholic and Wesleyan churches as well as Dutch; the Orange river is crossed at Bethulie bridge, 1,486 feet in length. Aliwal North, a short distance from Burghersdorp on a branch line, is an important frontier town of between 2,000 and 3,000 population, and faces the Free State across the Orange river, which is spanned by the Frere bridge, 860 feet in length, an avenue also from the Colony into Basutoland.

"The Northern Natal towns which are threatened are inclosed in the triangular space where the railway from Durban runs up to the Transvaal by way of the pass, well known as Laing's Nek, or the 'Col.,' between the mountains, of which Majuba is one, the higher ground being in the hands of the Boers. Charlestown, in the extreme north of Natal Colony, 304 miles from the port of Durban, stands 5,326 feet above sea level, and is four miles distant from Majuba Hill. Before President Kruger suffered the railway to penetrate his territory, Charlestown was of importance as a terminus, but its small glory has departed, and the place is now quite insignificant. A little lower down the hills up which the railway climbs lies Ingogo station, close to the Schuins Hoogte battlefield (Ingogo Heights); and still lower, at a distance of 36 miles from Charlestown in the direction of the sea, stands Newcastle, on the Incandu river, at the foot of the Drakensbergs. It is a very healthy little town of some 2,000 inhabitants, and possesses English, Wesleyan and other churches, a town hall, and a public library; and it is the centre of some highly important coal mines, as well as of a wool industry. The coal fields extend into the Transvaal, and also southeast of Glencoe and Dundee—small mining towns, whose names suggest the energy of Scottish founders in this promising part of Natal. Ladysmith, or Ladismith (named after the wife of Sir Henry Smith, the Cape governor, after whom the Free State town of Harrismith is named), is a town of 2,000 or 3,000 inhabitants, 30 miles from the foot of the Drakensberg mountains."

MORE WIRELESS WONDERS.

Dr. Peter Steins has apparently come from St. Petersburg to London to clear up the few remaining points on which electricians are in doubt.

He gave an interview recently, with reference to Sir William Preece's new method of using the Morse code in connection with the "wireless" system, and this is what he said:

"I have read some account of Sir William Preece's wireless telephone experiments, but I may say that I am not working on anything like the same principle. I am not working on Herzian waves at all. My principle is that of using only one means of conduction, namely, the earth. I simply send electricity through the earth, from one apparatus to another, in sympathy with it.

"No high poles, nor balloons, nor anything of the kind, are required for my system.

"My apparatus is small and portable. Of course, I cannot, for obvious reasons, just at present tell you about its construction and method of use.

"I don't know what Sir William has in his mind for the future, but I claim that by my invention not only taps but the spoken words, the sound of the human voice, can be heard, and that at great distances. I have already carried out successful experiments over short distances, with excellent results. Soon I hope to be in a position to give a series of practical demonstrations in the presence of electrical experts."

Mr. John Gavey, assistant engineer in chief and electrician at St. Martin's le Grand, gave rather a different idea of what is expected of the latest development of electrical science. "People seem to have gone wild over wireless telegraphy," he said. "They think it is going to revolutionize the whole telegraphic system of the country. Now, as a matter of fact, where there is good underground connection—that is, a connection by wire between two points—you get a system that, so far, cannot be excelled by any wireless system that has yet been discovered.

"Wireless telegraphy is a valuable system where two points cannot be practicably connected by wires, as, for instance rock lighthouses or shipping, and where the cost of direct connection is prohibitive. I wish to be most careful in all I say about wireless telegraphy, and while I do not wish to do any harm to those who are interested in it, I am unwilling to give it any official indorsement which might render any one over-enthusiastic concerning its immediate prospects.

"So far, we have found that the almost insuperable bar to wireless telegraphy is the fact that all communications made without the use of wires may be caught, and made use of by any other installation within the radius of the operating instrument. Sir William Preece takes a personal interest in experimenting in Carnarvonshire, and it is of course, possible that at any moment the invention may be perfected in such a way as to render it practicable where it is at present not so.

"At the present moment we consider it an invaluable invention where the cost of laying wires prevents such a method being adopted."—[London Mail.

THE NEGRO'S DUTY.

In the future, more than in the past, we want to impress upon the negro the importance of identifying himself more closely with the interests of the South; the importance of making himself part of the South, and at home in it. Heretofore, for reasons which were natural, and for which no one is especially to blame, the colored people have been too much like a foreign nation residing in the midst of another nation. If William Lloyd Garrison, Wendell Phillips, or George L. Stearns were alive today, I feel sure that each one of them would advise the negroes to identify their interests as fast as possible with those of the Southern white man—all ways with the understanding that this should be done where no question of right and wrong is involved. In no other way, it seems to me, can we get a foundation for peace and progress. He who advises against this policy will advise the negro to do that which no people in history, who have succeeded, have done. The white man, North or South, who advises the negro against it advises him to do that which he himself has not done. The bed rock upon which every individual rests his chances for success in life is securing the friendship, the confidence, the respect of his next-door neighbor of the little community in which he lives. Almost the whole problem of the negro in the South rests itself upon the fact as to whether the negro can make himself of such indispensable service to his neighbor and the community that no one can fill his place better in the body politic. If the negro in the south has a friend in his white neighbor, and a still larger number of friends in his own community, he has a protection and a guarantee of his own rights that will be more potent and more lasting than any our federal Congress or any outside power can confer.—[Booker T. Washington, in the Atlantic.

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FINANCIAL.

NEW YORK, Oct. 31, Wall Street—The stock market opened weak, with American Steel & Wire at 45⅞, Atchison preferred, 65⅝, Burlington 133¼, Continental Tobacco 42⅛, Federal Steel 51¼, Leather 27, Leather preferred 81⅛, Louisville 86½, Manhattan 109⅝, Missouri Pacific 48, New York Central 137⅞, Brooklyn Transit 85½, Northern Pacific 54⅜, People's Gas 114⅛, Rock Island 115, Sugar 152, St. Paul 127, Southern preferred 56, Tennessee Coal & Iron 117, Tobacco 122, Union Pacific 46⅜, and Union Pacific preferred 77.

10—The stock market opened at sharp declines all through the list on news of reverses to the British troops at Ladysmith. The Internationals and the prominent specialties led the decline. Of the former, Norfolk & Western, Missouri Pacific, Louisville, Baltimore & Ohio preferred and Union Pacific lost from 1 to 1¼, and of the latter Sugar, Steel & Wire and International Paper went down as much. The trading was very active and heavy blocks were thrown on the market.

11—Supporting orders were distributed in the leading stocks and the downward flurry was soon checked. The recovery, however, was feverish and there were points of weakness. New York Air Brake slumped six points. Towards 11 o'clock a drive against Manhattan and Sugar brought sympathetic weakness in the standard stocks, and a new lower level for many issues was made.

NEW YORK, Oct. 31.

	Noon.
Atchison	22¼
Atchison preferred	65¼
Canada Southern	58
Chicago, Burlington & Quincy	133
C., C., C. & St. Louis	51½
Delaware & Hudson	122½
Delaware, Lackawanna & Western	191
Erie	13½
Illinois Central	115
Lake Shore	198
Louisville & Nashville	86⅝
Manhattan	109½
Metropolitan Traction	194¼
Missouri Pacific	48¼
Missouri, Kansas & Texas	12½
New Jersey Central	123¼
New York Central	137¼
Northern Pacific	54¼
Northern Pacific preferred	78¼
Northwestern	170
Ontario & Western	25¼
Oregon Navigation	42
Reading	21½
Rock Island	114½
St. Paul	126⅝
St. Paul preferred	173
Southern Pacific	38¼
Texas & Pacific	19½
Union Pacific	46¼
Union Pacific preferred	76½
Wabash	7½
Wheeling & Lake Erie	11¼
Adams Express	114
Wells-Fargo Express	129
American Spirits	4
American Tobacco	127½
Continental Tobacco	42¼
Continental Tobacco preferred	92¼
General Electric	121
Lead	25¼
Pacific Mail	39¼
Pullman Palace	196
Sugar	152¼
Tennessee Coal & Iron	117
Leather	26¼
Rubber	48½
Western Union	88

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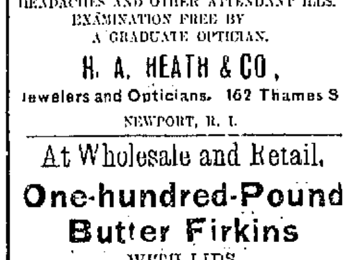
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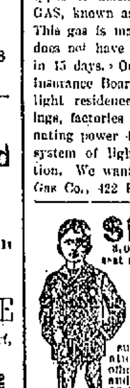
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AGREEMENT ACCEPTED.

City Council Will Receive the Coles Scholarship Bequest.

A special meeting of the City Council was held last evening to take action regarding the settlement of the estate of the late Elizabeth U. Coles, as presented by Hon. William P. Sheffield at the special meeting last week. All the members of the board of aldermen were present, and in the common council there were four absentees, President Allen and Councilmen Sherman, Moffitt and Koehne. Councilman Morgan was nominated for president pro tem. but declined, and Councilman Scott was elected.

A communication was received from Mayor Boyle, saying that the meeting had been called to complete the formal action necessary to the establishment of the Coles professorship of natural sciences under the bequest of the late Elizabeth U. Coles. A communication was also received from the city solicitor regarding the city's interest in the proposed settlement, stating that the only question for the City Council to consider was whether it will indicate to the court the intention of the city to accept the proposed trust. The settlement, the city solicitor said, will not involve the city in any expense as to its execution.

The resolution proposed by Mr. Sheffield at the last meeting, accepting the trust in behalf of the city, was then adopted.

A petition from Ida D. Fay, asking that a portion of the tax assessed against her estate on the corner of Ayrault street and Greenough place be remitted, as the property has deteriorated in renting and selling value and is overtaxed, was referred to the assessors of taxes.

A resolution was passed authorizing the street commissioner, under the direction of the committee on streets and highways, to lay a granolithic sidewalk in front of the David H. Barker estate on the north side of Washington square.

A communication was received from the school committee, asking the city to construct a sidewalk in front of the Coggeshall schoolhouse on the north side of Van Zandt avenue, and by the board of aldermen was referred to the committee on streets and highways with power to act. When it reached the lower board Councilman Stevens said there is no sidewalk on that side of the avenue, and if a walk is to be laid in front of the schoolhouse some provision should be made for a walk on other parts of the avenue. A sidewalk in front of the school would be only a patch on the street. He thought that if the matter were referred to the committee on streets and highways that body might be able to report some other plan than that asked for by the school committee. He moved to strike out the words "with power to act," and his motion prevailed. The aldermen then concurred in the amendment.

A petition from John Henry Tilley and others, asking that the roadbed of Mill street, from Spring street to Bellevue avenue, be repaired and graded, the curbstones reset, the gutters re-laid and the sidewalks put in proper order, was referred to the committee on streets and highways.

In the board of aldermen Harris C. Lisker and E. A. Silverman were granted junk dealers' licenses and William Waters a fruit vendor's license.

"SUNSHINE OF PARADISE ALLEY."

"The Sunshine of Paradise Alley," Denman Thompson's first contract picture to "The Old Homestead," which is in its fourth successful year, will play an engagement at the Opera House Thursday evening. Mr. Thompson's plays are true to the life they represent, and at the same time give an encouraging view of the world. There is sorrow in them, but no pessimism: the tears that one sheds are never bitter. "Uncle Denman" has not lived in vain. The world has been made a better and happier place for many because he has shown us that sweet, wholesome plays may at the same time be of absorbing interest. In the present company playing "The Sunshine of Paradise Alley" Mrs. Charles Peters will be seen as the Widow McNally, May Thompson as Mrs. O'Grady, John Walsh as Powers, W. J. Sully as O'Grady and Donald Harold as Watson. The Verdi Ladies' Quartet will have an entire new repertoire of songs, and Phila May will be seen here for the first time as Sunshine.

EARL OF YARMOUTH TO PLAY AS "ERIC HOPE."

A New York despatch says that the Earl of Yarmouth has been enjoined by his parents against the use of the family name in the career of a professional actor, upon which he is about to embark. He will be known henceforth to the world as Eric Hope, under which he will appear at one of the Frohman theatres here November 20. He left New York yesterday for Allentown, Penn., to join Frohman's comedians, with whom he will rehearse for the leading juvenile part in "Make Way for the Ladies," to be produced on the date named.

STATE OF OHIO, CITY OF TOLEDO, } ss.
LUCAS COUNTY, }

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

A. W. GLEASON, Notary Public.

SEAL.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

Hall's Family Pills are the best.

WANDERINGS OF DERELICT 2,247.

For Six Months a Menace to Navigators in Her Long Drift.

Among the interesting records in the archives of the hydrographic office, none is more remarkable than the terse history of the career of derelict 2,247, formerly the good bark Siddartha of Sackville, N. B., which was recently towed into Bantry bay, Ireland, by a British warship. For six months this sullen mass of wreckage had wandered about the ocean, directly in the track of the trans-Atlantic liners, and many a steamship and sailing vessel which has been posted as missing in the last six months may be accounted for as a victim of derelict 2,247 when the sea gives up its dead and its secrets are known. Beaten by heavy seas and winds, and carried by ocean currents, this derelict, prior to her capture by a British warship, had pursued a course of erratic wanderings that has never been equaled by any other derelict of which the government has record. Often in the course of her long career this ocean vagabond would be sighted in one locality, only to disappear for a month, and then, when mariners were beginning to rejoice in the hope that she had gone forever, she would reappear miles from the point where she had been previously reported. Sometimes she was set on fire, sometimes she was rammed, but every effort to destroy her failed, and she was finally captured "alive," as mariners say, and towed into port.

Bark Siddartha, Captain Gerard, left Jacksonville for Liverpool with a cargo of lumber January 26. The vessel encountered a series of terrific hurricanes, which finally culminated in the great storm of February 12 and 13 last. The worn-out crew had run short of water, and they were in no condition to fight their ship against the buffeting winds and waves. The bark was also leaking, and Captain Gerard finally decided to abandon his vessel at the first opportunity. It soon came in the shape of Danish bark Verdandie, which spoke the distressed vessel a short distance from the Azores. The crew was rescued and the waterlogged craft was left alone in the wintry sea.

The day after the abandonment of the Siddartha steamship Cuban sighted the deserted vessel and sent in the first of what was to be a long series of reports about the wreck. Then for two weeks nothing was seen or heard of the derelict, and guesses as to where she would next be sighted were many. German steamship Ludwig was the next to report the vessel, sighting her in latitude 48 degrees, longitude 25 degrees, or 600 miles to the northward of the point where the Cuban reported her. Then she disappeared again and three weeks passed. Mariners began to hope that she had gone forever, but it was not to be. Steamship Spaarndam arrived here one day and reported passing the Siddartha about 130 miles southwest of the place where she had last been reported. The Spaarndam reported that there was a large hole in the vessel's port side, but that the cargo of lumber evidently kept her afloat. This led the hydrographic office chartmakers to believe that some steamship must have collided with the derelict. The Kaiser Frederich passed the derelict late in the day and reported that some one had evidently tried to set her on fire. The attempt, however, had been a failure, and only a portion of the stern was ablaze.

Five days passed and then the Siddartha was again sighted about 45 miles to the northeast of her last known location, by steamship La Normandie. On the following day she was sighted by the Lucania and three days later by La Touraine and steamship Cuthbert. At this stage the tall, tapering spars had been reduced to stumps, the bowsprit was torn away, the bulwarks crushed in, the deck houses missing and the stern burned off.

Then nine days went by and a report came in which filled shipping circles with delight. The report was to the effect that a large mass of wreckage had been sighted about 35 miles southwest of the spot in which the derelict had last been seen. It looked as though the derelict had succumbed at last and that all of her would soon disappear from the sea. The delight, however, was short lived, for the derelict was sighted miles to the northward on the following day by steamship Benwrath. The hull was level with the water. The derelict was again sighted a few days later by the Inchmarlo.

Then, during the next three months, came varied reports regarding the wanderer. April 30 she was sighted by the Colorado and the Harb, then she was sighted by the Marquette, by the New England from Boston, by the Cunarder Lucania once more, by the Cambrian and by many other vessels. The aggregate distance covered in these reports amounts to over 500 miles.

Finally came the message from Hull that steamship Colorado had passed the Siddartha May 14 and that the vessel was on fire. Captain Henry of steamship Oakmore was the thoughtful skipper who thus attempted to rid the ocean of this menace to mariners. He met the derelict while he was going to Queenstown and on his return he resolved to put the derelict out of the way forever.

He found the derelict tossing sullenly about in the ocean near where he had last sighted her and set a boat's crew on board. After oil had been poured over the Siddartha she was set on fire and when last seen by the officers of the Oakmore the wreck was burning fiercely. The officers had every reason to believe that the derelict had at last been destroyed, and they so reported when the Oakmore arrived in Boston some days later. The report caused a feeling of relief among captains of ocean liners and freighters and insurance men, but this feeling disappeared when Captain Cameron of the Teutonic arrived in this city a few days after the Oakmore reached Boston, and reported having sighted the Siddartha about 120 miles east of where she had been set on fire. The wreck, charred and blackened, but still afloat, was heavy and stout enough to sink the stoutest merchant vessel. In the next month she was reported by the Energic, the Friesland, the Musicomo and the Trave. When sighted by the Friesland she was on fire again, but she was not destroyed, as the report of steamship Montenegro, which sighted her the next day, proved. By this time the derelict had covered over 2,000 miles.

When sighted by steamship La Campine, May 30, the derelict was awash amidships, and the stump of her mizzenmast had gone by the board. But still the derelict crossed and recrossed the lines of trans-Atlantic traffic. Early in June she was sighted again by the Marquette, by Dutch steamships Ocean and Chester, and by Belgian steamship Nederland. Captain Apfeld, who reported that the hull was breaking to pieces. She was sighted the next day off Fastnell rock, on the coast of Ireland, by the Montcalm. The ocean hobo was next sighted by German steamship Roland July 5 about 550 miles off the Irish coast. Then she disappeared for a week, and then was sighted by Cunarder Aurania.

Early in July the British government resolved to make an end of the derelict for good and all. A warship was accordingly sent out and the derelict was found off the Irish coast. She attached a hawser to the wreck and towed her into Bantry bay. The next morning a carefully placed torpedo was exploded under the wreck and the wanderings of derelict 2,247 were at an end.—[New York Sun.

HURRICANE SIGNALS ORDERED.

The local displayman received last evening the following bulletin from the weather bureau at Washington: "Hoist northeast signals at 9:30 p. m. The storm is central off the North Carolina coast, moving northeast. Northeast gales of exceptional severity are indicated for the middle Atlantic and south New England coast Tuesday. Advise all shipping to remain in port."

This morning the displayman received another bulletin, ordering up the hurricane signals at 9:15 a. m., and announcing that northeast gales will reach hurricane force along the middle Atlantic and south New England coasts this afternoon and tonight.

SERVICES FOR ALL SAINTS' DAY.

Tomorrow will be the feast of All Saints, when the church remembers the many saints who have passed away. Services will be held in the Catholic and Protestant Episcopal churches as follows:

St. Mary's, 7 and 8, the latter a high mass.

St. Joseph's, 5:30 and 8, the latter a high mass.

St. George's, Communion at 10:30 a. m.

Trinity, 11 a. m.

Emmanuel, 10:45 a. m.

St. John's, Holy Communion, 7:30 and 10 a. m., and choral evensong at 4 Thursday, All Souls' Day, requiem mass at 7:30 and 10 a. m.

A FRENCH FARCE.

The attraction at the Opera House this evening will be the French farce, "Mlle. Fifi," which comes with the reputation of practically a whole season at the Manhattan Theatre in New York, and a recent run of several weeks at the Park Theatre, Boston. It is described as one of the breeziest of French farces, with an ingenious plot and complicated situations which are maintained in a very humorous manner to the end. The production will be under the management of Messrs. Brady and Ziegfeld, and by a company headed by Aubrey Boucicault and Marie Wainwright and including Jennette Lowry, Alice Judson, Thomas H. Burns, Dore Davidson, E Lovat Fenzer and Charlotte Mortimer, the same company which was seen in the Boston engagement.

LOCAL BRIEFS.

—An automatic cash register has been placed in the stamp department at the postoffice.

—Steam yacht Gherm, from New York for Boston, put in here yesterday and sailed last night.

—John Whipple has rented for Mr. Benjamin Weaver his cottage on Weaver avenue to Mrs. Simonet.

—Division No. 2, Ancient Order of Hibernians, will give a social in Odd Fellows' hall Thanksgiving eve, November 29.

—Today the clubhouse at the Golf Club, the Casino Club and grounds and the New York Yacht Club house will close for the season.

—Mr. and Mrs. John R. Drexel have taken the house of Mr. J. A. Burden, Jr., at 8 East Sixty-ninth street, New York, for the winter.

—Sloop yacht Columbia has gone to City Island instead of to Bristol, to be laid up for the winter, or so much of it as she will spend in this country.

—Freight steamer Fall River went to Providence today, to run between that city and New York, making her first trip tonight. She has been put in first-class order.

—Miss Marie Wainwright, Aubrey Boucicault, T. H. Bann, Miss Belle Bowman and Miss Alice Judson of New York and E. A. Kendall of Boston are registered at the Perry House.

—E. C. O'Neill sold to Thomas Glover, at sheriff's sale yesterday, the Sarah E. Ellis estate, bounded south on DeBlois street, 26 feet, and west, 65 feet, on land of George Jones.

—Flemming of this year's Newport team, who finished the season in creditable style for New York, is to enter a dental school in Indianapolis for the winter. He is under engagement with Washington for next year.

—Tonight is Halloween, a night given over to various festivities, and this promises to be no exception. The Sunday school of Trinity Church will have a Hallowe'en party in the guild house, and there will be several dances and other social gatherings.

—Beginning tomorrow, the Wickford line will run on its new winter schedule. This will be the same as in previous years except that the first trip from Wickford in the morning will be the same as now, bringing the mail at the same hour as in summer.

—The minstrel company which played for St. Joseph's Church this fall has had a group photograph taken to show their happy faces to the Fall River people, because they are to play there for the benefit of St. Louis parish Thanksgiving day. St. Louis is the parish where Father Deady was stationed before coming to Newport.

Cut Glass.

AN INVOICE OF NEW PATTERNS OF CUT GLASS, IN CELERY TRAYS, SALAD BOWLS, SUGARS AND CREAMS, AND MANY OTHER ARTICLES, JUST OPENED.

Libbey and Dorflinger Cut Glass.

ERASTUS P. ALLAN,

131 & 133 THAMES STREET.

We have just landed an exceptional quality of

White Ash Coal,

Sizes to suit the needs required.

No. 2 CHESTNUT; also PEA COAL

OF LARGE FRACTURE.

HEIRS OF GEO. BOWEN,

WM. H. BOONE, Agent.

Telephone 207-3.

FREE THIS WEEK!

A little book on Teas and Coffees, which contains more information, for its size, than any other book published on the same subject. It will teach you to buy Teas and Coffees economically. There is no need of paying from 20c. to $1 a pound for teas, as any price above 47c. is profit. The greatest thing in buying teas economically is to buy them with plenty of strength and use half the quantity. With our large trade and many years experience, we do not hesitate to say that we give the biggest value in Teas and Coffees ever offered.

TEAS—A fine Formosa or English Breakfast tea, per lb., 39c.; a fancy tea, per lb., 37c. to 43c.; finest Formosa, English Breakfast, or Ceylon, 47c.

COFFEES—If you like a strong coffee, you want a coffee with more Mocha and Java. Mocha is cheaper than Java, and you would want to buy a 20c. or a 25c. coffee. If you like a mild coffee, almost all Java fancy flavor, you would want to buy the best Java for 20c. a pound. Our Golden Cup Brand Mocha and Java, 1-lb. can, 25c.; 2-lb. can, 45c.; 5-lb. can, $1. We believe this is the best canned coffee ever offered to the public. Hobart Coffee, one-half Cereal and one-half Coffee, 1-lb. tin, 15c.; Elite Cereal Coffee, 1 er package, 15c.

FLOUR—Our XXXX flour we consider the best in New England.

BUTTER AND EGGS—We always have on hand the finest butter and the freshest eggs.

POTATOES at farmers' prices.

N. Y. BUTTER AND GROCERY HOUSE,

E. A. EDES & CO.,

149 AND 151 THAMES STREET.

NEED OF DRESS REFORM.

Viscountess Harberton, in a paper on "The Hygiene of Dress," said that if the human race originated in warm climates, it was likely that the first object of dress was decoration. As mankind spread over the world difference of climate necessitated more useful forms of covering. Ever since these two systems of utility and decoration had ruled in the choice of clothes, and were generally antagonistic. The two ideas were now exemplified in the dress of men and women, the former being strictly utilitarian and the latter entirely decorative. Women's dress, instead of being a help and a protection to the wearers, was just the contrary, and owing to its construction was not only heavy and exhausting for walking, but as it trailed into all kinds of filth in the road, it distributed disease germs in the form of dust over the house, which germs were in due course inhaled by every one. Women's dress also erred in construction. As the skirt made the general outline appear widest at the feet, a violent and unnatural construction in the centre of the body was found to break the clumsy outline that resulted from ignoring the true form of the legs. This construction injured and congested the internal organs, but the fact was disregarded, owing to the compression being considered decorative. Corsets ought to be classed with elastic stockings, and only used for figures requiring abnormal support.

Parents were not alive to the cruelty of dressing little girls in much too voluminous frocks; and for summer flapping capes and large cotton bonnets tied on with strings were worrying to the children. Girls were also injured by the boots being commonly made with high heels placed too near the instep. People were aware of the danger of insanitary houses, but seemed not to perceive their responsibility in avoiding injurious dress. The reform would have to be conscientiously taken in hand before long. The idea that no dress made on a different principle from the present could be beautiful was a delusion. The beauty came from materials and colors much more than from the shape of the dress, and people were blinded on this point by custom. The bitterness of the opposition to any real alteration arose greatly from women's position being at present in a transition state. They wished to follow occupations once held sacred to men, but dreaded to be thought unfeminine, and therefore tried to compromise by adhering closely to the appearance of artificial helplessness produced by the unsuitable dress of bygone generations. Trying to cling to a dress modelled on lines unsuited to the human figure was, however, not womanly, but merely silly. Women should learn not to be ashamed of their true God-given form, and adopt a method of dressing which would be a physical help instead of the impedimental disease-producing monstrosity of the nineteenth century.—[London Standard.

Whistling is said to be regarded by Icelanders as a violation of the divine law. So it is among other peoples, so far as we have been able to discover. The only person who can abide whistling is the whistler, and even he is averse to any whistling that is not furnished by himself.—[Boston Transcript.

AUCTION SALES.

By Thomas Burlingham, Auctioneer.

At Aquidneck Hall, Thursday, Nov. 2, at 10 o'clock.

Large Lot of Furniture,

Removed from cottage on Ruggles avenue; also lot from 20 Kay street.

Inspection on Wednesday.

AUCTION.

Administrator's Sale.

Will be sold at public auction, **Wednesday, Nov. 1, at 10:30 A. M.**, at the Homestead of the late Isaac A. Sherman, Third Beach road, Middletown, Household Furniture, consisting of Beds and Bedding, Chairs, Tables, 1 Parlor Suit, a number of Stoves, 1 Steel Range, Carpets, Dishes, etc., 3 Horses, 1 Cow, 2 Lumber Wagons, Open Wagons, 2 Top Buggies, Open Buggies, 1 Carryall, 1 good Hand Cart, Harnesses, Jack Screws, Grindstone, 3 stacks Hay, Hay in barn and other articles too numerous to mention.

ISAAC L. SHERMAN, Administrator.

J. OVERTON PECKHAM, Auctioneer.

Sheriff's Sale.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

TOWN OF NEW SHOREHAM, October 20, A. D., 1899.

NEWPORT, Sc.:

BY VIRTUE and in pursuance of an Execution Number 1,706 issued out of the District Court of the First Judicial District of Rhode Island within and for the County of Newport, on the Eighteenth day of October, A. D. 1899, and returnable to the said Court, January 28, A. D. 1900, upon a judgment rendered by said Court on the Fifteenth day of October, A. D. 1899, in favor of Hiram F. Willis of New Shoreham, plaintiff, and against John B. Crittenden of said New Shoreham defendant, I have this day at 30 minutes past 7 o'clock, A. M., levied the said Execution on all the right, title and interest which the said defendant John H. Crittenden had on the 27th day of September A. D. 1899, at 10 o'clock A. M., (the time of the attachment on the original writ,) in and to the following described goods and chattels and to the following described goods and chattels to wit, the steamer Empress with apparel, tackle and appurtenance, and notice is hereby given that I will sell the said attached and levied on Personal Property at a Public Auction to be held at the New Harbor so called in said Town of New Shoreham in said County of Newport on the **Second day of November A. D. 1899** at 11 o'clock A. M., for the satisfaction of said execution, debt, interest on the same, costs of said, my own fees and all contingent expenses, if sufficient.

HAMILTON A. MOTT, Special Deputy Sheriff.

A SIX-FOOT RAW-HIDE STRAIGHT WHIP,

25c., 5 for $1.00.

George Gratrix,

TRUNK AND HARNESS STORE,

90 BROADWAY.

NEW BOOKS.

Bohemian Paris of Today.

ILLUSTRATED.

MOTHER GOOSE, illustrated by F. Opper.

VIA CRUCIS, by F. Marion Crawford.

AMONG ENGLISH HEDGEROWS, Illustrated.

THE BIRDS OF RHODE ISLAND, by R. H. Howe, Jr., and Edward Sturtevant,

AND MANY OTHER NEW BOOKS

A FULL LINE OF STATIONERY AND PICTURES.

SIMON HART, 202 Thames Street.

Successor to C. E. Hammett, Jr.

OCTOBER 20, 1899.

Little Novels of Italy, By Maurice Hewlett.

My Lady Frivol, By Rosa Nouchette Carey.

A Son of Empire, By Morley Roberts.

Constitution-Making in Rhode Island, By Amasa M. Eaton.

The Lost Gold of the Montezumas, By W. O. Stoddard.

A Voyage at Anchor, By W. Clarke Russell.

Geo. H. Carr, Daily News Building.

Watches!

The latest **Watch Cases** are **handsomer** and better fitted than ever before.

The prospective buyer should examine those I have recently bought, to see something that is really fine, and at the same time lower in price than ever.

—AT—

E. C. Blaine s, 246 Thames street.

THOMAS A. EDISON'S

"GEM" PHONOGRAPH, $7.50.

All talking machines sold on the easy instalment plan.

Hear the big concert phonograph

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158 THAMES STREET.

EDWARD GRIFFITH.

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Underwear Department!



We are open now for everything in the underwear line, from the smallest and finest grades of infants' goods to the cheapest and largest in ladies' combination suits at all prices.

Our children's departments are full of the most desirable goods. We try to give this department every attention; if we have not what you want we will send for it. We have everything in children's wear, beginning with a heavy fleeced jersey vest and pants at 25c.

OUR EIDER-DOWN DRESSING SACQUES

Are the largest assortment in the city; regular 98c. goods we sell for 75c.

We would like you to inspect our woolen underwear department.

—AT—

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